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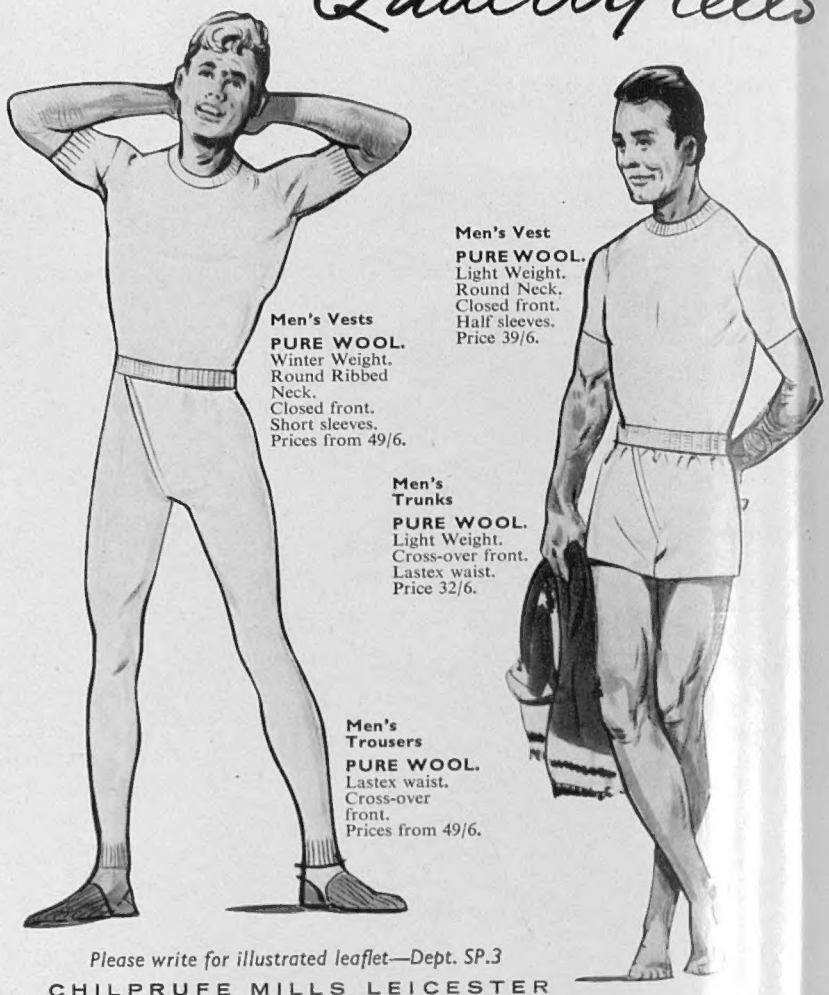

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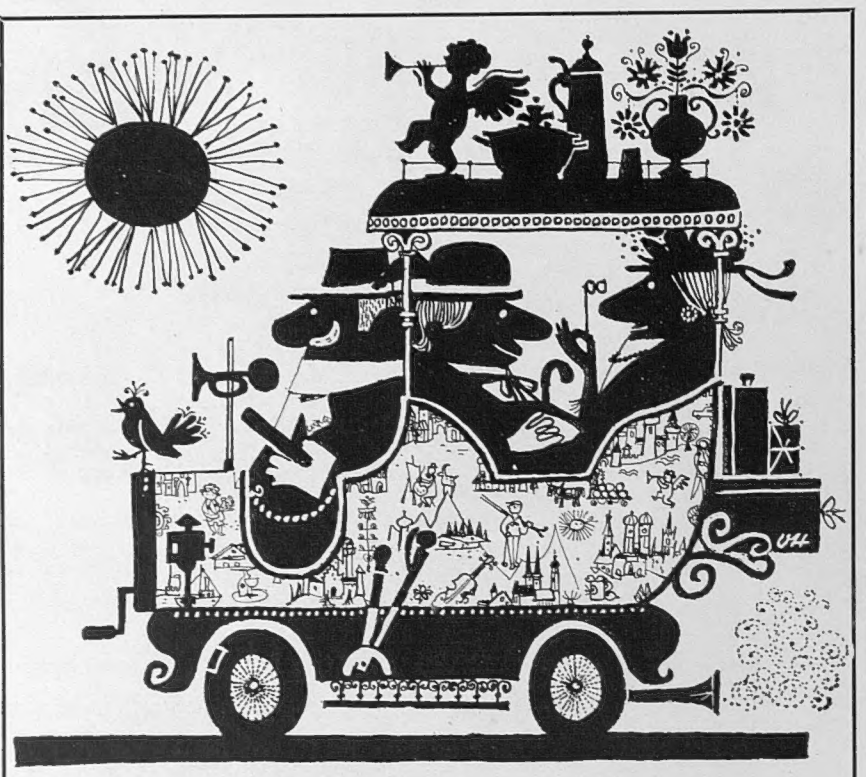

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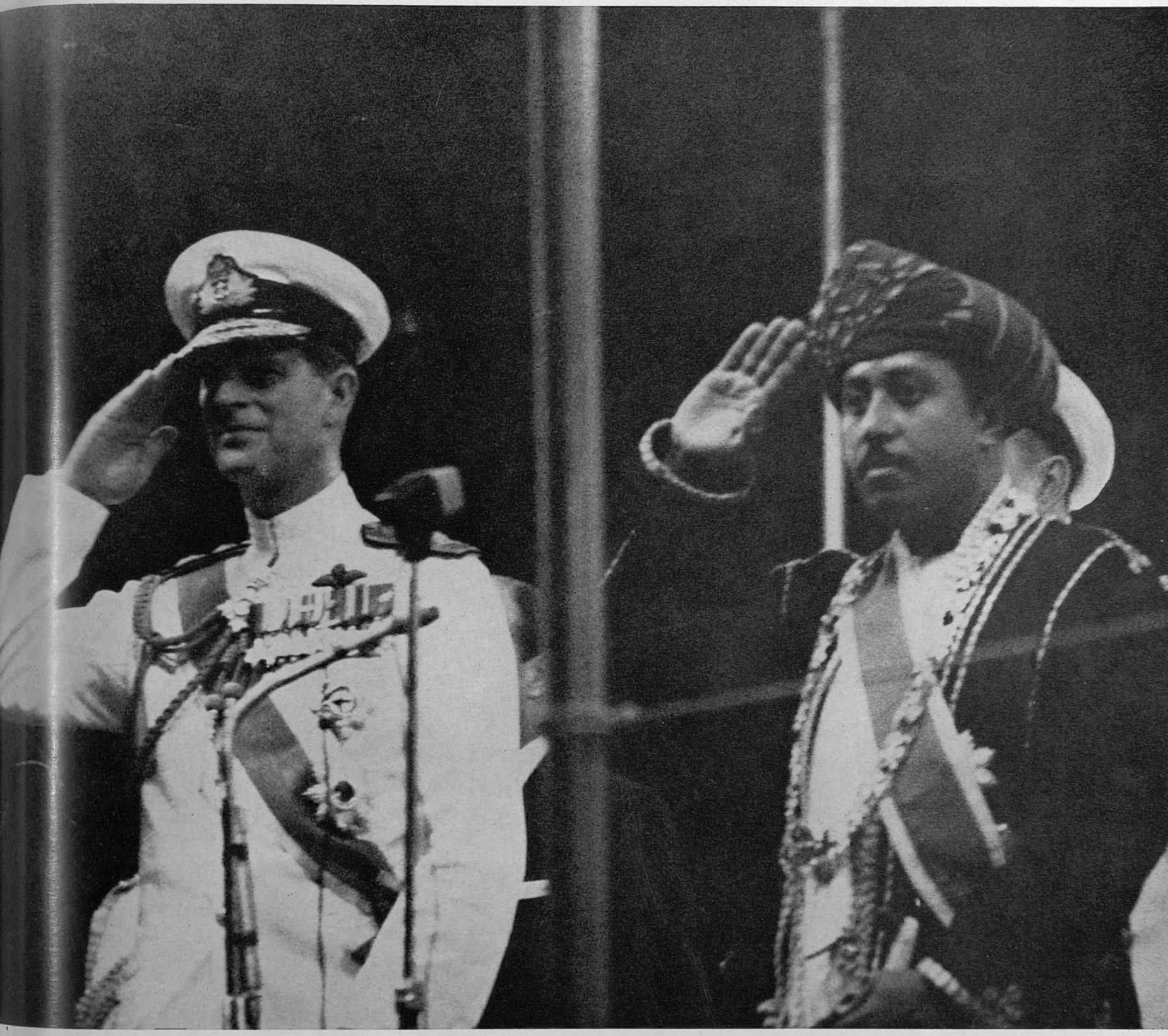


SALUTING AN INDEPENDENT NATION

The Duke of Edinburgh and the Sultan of Zanzibar, H. H. Seyyid Jamshid bin Abdulla, take the salute during the Independence celebrations in Zanzibar. The ceremonies last week included an armed forces parade, prayers chanted by an Imam in a darkened stadium and the flying together of the flags of Zanzibar and Britain. On behalf of the Queen, Prince Philip handed over the instrument of independence to the Sultan. Zanzibar is now an independent state within the Commonwealth. Later, the Duke of Edinburgh flew to the independence celebrations in Nairobi, when Kenya entered the Commonwealth as the 18th sovereign member. (More pictures overleaf)

GREAT DAYS FOR KENYA

Above: The Duke of Edinburgh and Mr Kenyatta, the Prime Minister of Kenya, make their way through the guests at a garden party held in Nairobi on the eve of Kenya's Independence Day. The Duke was representing the Queen at the independence celebrations

Right: Tribal dancers perform in the specially built independence stadium on the outskirts of Nairobi shortly before midnight on December 11, which heralded independence. Representatives of nearly 80 countries were present and the total attendance was estimated at about 250,000

Above : Mrs Kenyatta, Mr Malcolm MacDonald, the Governor-General, the Duke of Edinburgh, Mr Kenyatta and Mrs MacDonald stand to watch the ceremony of lowering the Union Jack and raising the Kenya flag

Far left: Kenya's Prime Minister pins a Uhuru (Freedom) badge on the lapel of the Royal visitor

Left: Dr J. A. Karanga (left), the first High Commissioner for Kenya in Britain, arrives at Westminster Abbey in London for an Independence Day service attended by 2,000 people

THE NEWS IN PICTURES

446 **Danish visitor to London**

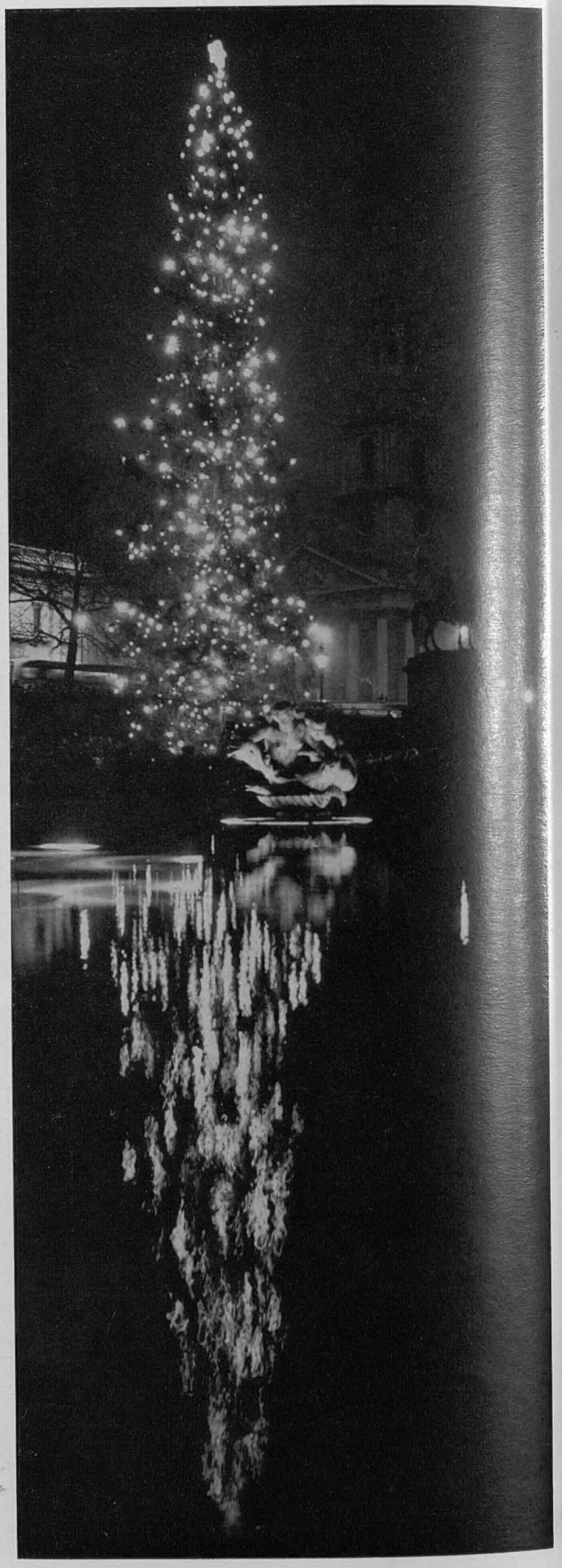
King Frederik of Denmark is greeted at Liverpool Street station on his arrival in London on a private visit, connected with the centenary of the Danish Club. With him is Prince Georg of Denmark, attache at the Danish Embassy in London

Manchester United beat the Spurs

In a fierce attack on the United goal, Cliff Jones of Spurs (right) sees his header scrambled off the line by the United backs, Cantwell and Dunne. In the second leg, at Old Trafford, of the European Cup Winners' Cup United beat Tottenham Hotspur 4-1, to win on aggregate 4-3

Cambridge win the Varsity match

S. J. S. Clarke, of Cambridge, falls on the ball at the feet of the Oxford forwards, an incident during the first half of this year's Varsity match at Twickenham. After a brutally close first half struggle between the forwards, Cambridge opened out, scoring three tries in a quarter of an hour. Final score was Cambridge 19, Oxford 11



London's symbol of Christmas

The lights of London's Christmas tree are reflected in the water of the fountains of Trafalgar Square. This is the 16th year a Christmas tree has been given by Oslo

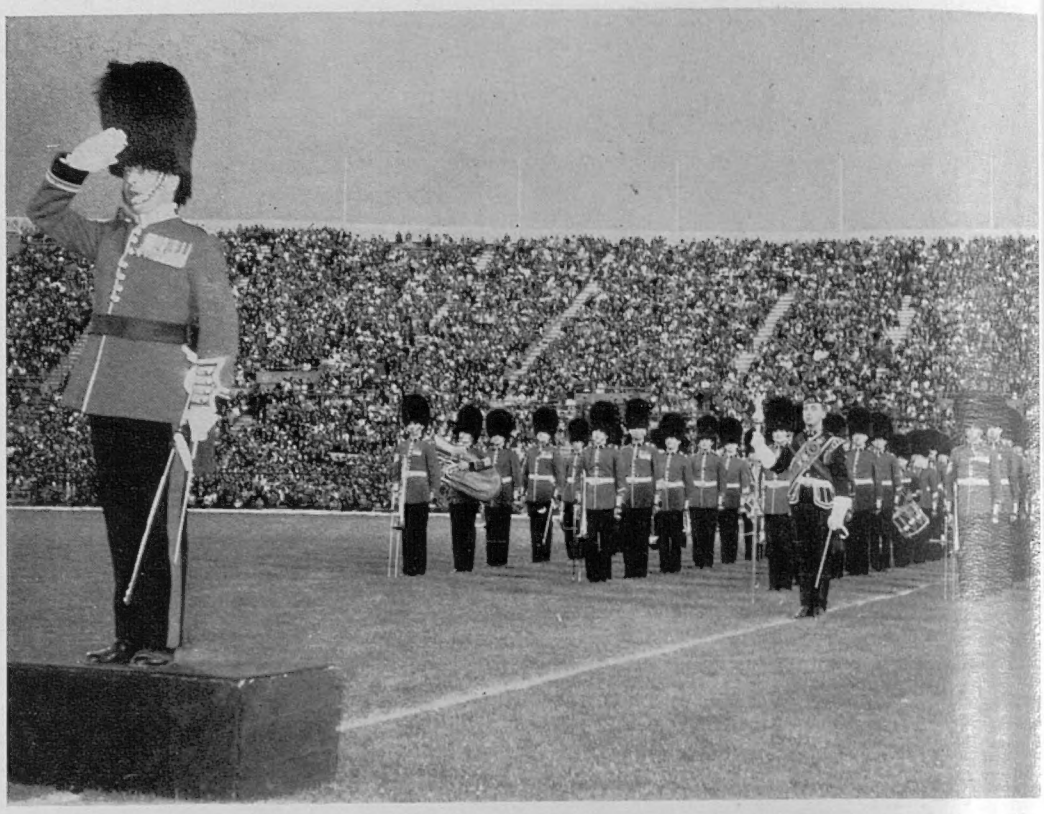
THE NEWS IN PICTURES

London building falls down
A crane is used to clear the debris after part of an eight-storey office block which was being demolished collapsed, blocking Victoria Street in London. Firemen rushed to the scene as it was believed that two people standing at a bus-stop had been buried. But this proved false. A bus just managed to get clear of the falling debris

World's biggest hovercraft
The 37½-ton Westland SR-N3 hovercraft moves across the water during its first trials in the Solent. It has a capacity equal to about 150 people and has been ordered by the Ministry of Aviation

And another goes up and up
In the view north across London from the Shell building on the South Bank of the Thames, the new Post Office Radio and Television Tower, being built off Tottenham Court Road, is already dominating the skyline. When this photograph was taken, the tower had reached a height of 500 ft. On completion it will be over 600 ft high

THE NEWS IN PICTURES



Farewell parade for Sir Roy

At the New Sarum station of the Royal Rhodesian Air Force, Salisbury in Southern Rhodesia, Sir Roy Welensky inspects members of the RRAF General Service Unit, during a farewell presentation and parade in his honour. The ceremony took place during Sir Roy Welensky's last weeks as the Prime Minister of the Federation of Rhodesia and Nyasaland

Martial music for the Chileans

The Band of the Irish Guards plays before a huge crowd in National Stadium in Santiago, Chile. Foreground is Major C. H. Jaeger, director of music. During their tour of Latin America, they visited Buenos Aires, Argentina, and Montevideo, Uruguay, before returning to Britain earlier this month. They were accompanied by dancers from The Royal Scots

Nigerian visitor to India

The Indian Premier, Mr Nehru, greets Alhaji Ahmadu Bello (centre), Premier of Northern Nigeria, in New Delhi. He is on a two weeks' visit to India

Nobel Prize winners in Stockholm

With their wives and families are the three joint winners of the Nobel Prize for Medicine. They are, back row from left, Professor A. F. Huxley, from University College, London; Sir John Eccles, Australian National University, Canberra; and Professor A. L. Hodgkin, of Cambridge University. They received the award in Stockholm last week

EEC DIVISIONS AND EFTA PROGRESS

When President de Gaulle vetoed Britain's entry into the Common Market, he started a hare which has not yet been caught. During this year, there has been a constant dialogue between the members of EEC about their own problems, and there has even been talk of the break-up of the whole organisation.

The current dialogue is about preference for French farmers. They are more efficient and more extensive than German farmers, and they want to be the main producers of food for the Common Market as a whole. They might have been well advised to get Britain into the Common Market, because Britain is the biggest customer in the world for foodstuffs. President de Gaulle decreed otherwise, and it is primarily the Germans who will have to come to the aid of the French farmers. They are not happy about this, and neither are the exporters in other countries—particularly in the United States—who will lose this market.

The immediate American reaction to the raising of tariffs on poultry—the so-called "Chicken War"—is symptomatic, but this is only one part of a problem which will grow more obdurate as the six countries of the European Economic Community develop their Common Market and progressively exclude North American food exports from this very powerful market. Industrial tariffs cause far less concern because they have grown up more or less *pari passu* in nearly all developed countries. It is the agricultural market about which the Americans are specially sensitive, because they have their own farming problem, which is one of over-production, and the grain surplus is a constant headache for every United States administration. That is why the Americans, like us, are following the proceedings at Brussels very closely.

It is not easy to follow these highly technical negotiations on what often appear to be obscure branches of trade, like rice, vegetable oils, pork, eggs and poultry, since tariff levels for each product are negotiated separately and in great detail. Nevertheless, these products represent important markets for many countries, and can affect the livelihood of millions of people.

The main complication arises from the fact that although tariffs are negotiated piecemeal, they cannot really be considered in isolation, because each of the partners stands to lose on one swing or other, and wants to make sure it will gain on one roundabout or another. The main voices in this dialogue are French and German, because their interests are agriculturally in direct conflict.

The Common Market plan is to make the Community largely self-sufficient in food production by raising a barrier of tariffs and quotas against countries outside which can produce food more cheaply. Community farmers are protected by a levy which covers the difference between world prices and Community prices, and the aim is to establish a uniform Community level of prices by stages. This would soften the blow to the less efficient and higher-cost German farmers, but sooner or later French agriculture will dominate the Market. The French consider that they are making sacrifices in the industrial field, and so are entitled to benefits on the agricultural side. General de Gaulle is pressing strongly for the food plan to be put into operation by the end of this year, and has even threatened to break up the Common Market if this is not done.

During his visit to Bonn, Mr Butler, Britain's Foreign Secretary, talks with Dr Erhard, West German Chancellor

While this relentless dialogue goes on, the European Free Trade Association (EFTA) has made much more rapid progress towards its own goal. The seven countries (Britain, the three Scandinavian countries, Portugal, Switzerland and Austria) have two great advantages over the six: their association is not exclusive, and it has no political content. EFTA works by lowering tariffs in the hope of eventually abolishing them, and in this sense it is a firm supporter of the Kennedy Round, that is, the proposal to get all the trading countries of the world together under the aegis of GATT (General Agreement on Trade and Tariffs) and try to secure an all-round cut in tariffs—50 per cent. was the figure suggested.

This means that all the tariff walls round every country or economic community in the world would be lowered by half. In this general drive for liberalisation, the EEC should present a common policy. This is at present in doubt: the French point out that many American tariffs are much higher than the Common Market average, and should be cut by more than half if the Community accepts a 50 per cent. cut. The Germans take a different attitude, supporting the Kennedy Round, and this leads to the second advantage which EFTA enjoys; that it is purely economic—and it hopes, transitory—whereas the Common Market has a political—and long term—aim as well.

The original political aim for the Community was dominated by the idea of Franco-German unity—and indeed hegemony—on the European continent. That this vision of Europe ranged as far as the Urals introduced an element of danger. This, and General de Gaulle's reservations about American leadership in the free world, led to the exclusion of Britain as a possible Trojan horse which might let the Americans into the citadel. But, with the retirement of Dr Adenauer and the emergence of a younger and more outward-looking Chancellor, the political panorama is beginning to change.

Dr Erhard is an economist (whereas both Adenauer and de Gaulle stubbornly refused to know anything about economics). He was closely associated with the American and British Governments during the occupation period in carrying through the Currency Reform and the consequent "economic miracle" which made the German Federal Republic one of the most affluent societies in the world. His experiences of the Occupations Powers were happier than Dr Adenauer's, and he is better-disposed towards Britain and even more deeply convinced than Dr Adenauer of the absolute need for close relations with the United States. It is likely to be more difficult for General de Gaulle to realise his ambition of a closely integrated and inward-looking Europe in these new circumstances. Dr Erhard and his Foreign Minister, Dr Schroeder, want better relations with Britain, and they are aware that Europe cannot live without the Atlantic Alliance.

In the light of all this, it is not surprising that there is a dialogue in the European Economic Community. It is also fitting that Dr Erhard should be the first European Head of Government to visit Washington in the series of consultations among the Western allies in which President Johnson is seeking to ensure the continuity of American policy in the world.

George Gretton

JUNGLE WARFARE IN SOUTH-EAST ASIA

Lord Head (above), British High Commissio
to Malaysia, crosses a jungle stream during
visit to Security Force border posts in W
Sarawak. Guerrilla activity on the borders
tween Malaysia and Indonesia and provocat
acts by Indonesian aircraft have exacerba
tension between the Federation and Preside
Sukarno's regime. Last week Malaya beg
the registration of 700,000 men aged betwe
21 and 28 for National Service if require
In another area of South-East Asia
Communist confrontation has continu
unabated. This is in South Vietnam, wh
the recent overthrow of the Diem regime b
military junta allowed the pro-Commun
Vietcong an interval to expand their ope
tions. Above right are Vietnamese troops be
picked up by US Army helicopters after
mountain operation against the Vietco
And, right, an American Army adviser e
rice and dried fish with Vietnamese troops.

b

A LONDON NEWSLETTER

13-15 John Adam Street, London, WC2

452 **A Happy Christmas to you!**

Christmas comes but once a year, and I don't quarrel with that; for it means to me a lot of extra work, concentrated into fewer working days, to enable newspaper staffs and printers to enjoy their well-deserved holidays. I offer them and my readers the 38th annual renewal of my good wishes for a Happy Christmas. Over the years, I have found that good wishes for Christmas are much more likely to be fulfilled than New Year wishes. Obviously, perhaps: Christmas wishes cover only a few days, New Year wishes *can* cover 366 days. During the Christmas holiday, politicians, planners, tax collectors, and lesser men rest from their labours, and there is less danger of their doing us a mischief. Only the murderers and the burglars, police and watch dogs, remain on the job. But there are a terrible lot of working days in a full year and any one of them may turn up something nasty for some of us. Before the next issue of the *Newsletter* is published, Christmas will be over, the turkey and plum pudding eaten, some of the presents broken, a larger than usual number of wine bottles in the bin and unpaid bills on the file. I hope it will leave some happy memories behind of peace and plenty—and no indigestion.

To be a pilgrim

The Pope's decision to visit the Holy Land, formed some time ago, was announced at the end of the second session of the Ecumenical Council. It caused great surprise and received a warm welcome. No Pope since St. Peter has ever visited the Holy Places whence the Christian religion sprang and where, above all places, "the Bishop of Rome" should "have jurisdiction." But there is nothing new in the practice of Popes travelling outside Papal territory—Gregory VII, Urban II and Pius II are examples before the 16th century, and twice in the Napoleon era a Pope was forced to travel. The Liberalism of Pope John has advanced more quickly than anyone can have expected, and all who supported his efforts to bring harmony and co-operation into the Christian religion must welcome the present Pope's courageous decision, and pray, too, for the peace of Jerusalem. Visiting the Holy Places dispersed in the territories of Jordan as well as Israel, the Pope may have an opportunity to achieve what would prove a political no less than a religious stroke of diplomacy and wisdom, for which all nations and creeds should bless his name. He will set out as the Ambassador of Peace *urbi et orbi*, and in every sense it will be a royal progress.

The mixture as before

There was nothing for comfort (for the Tories) in the results of the last by-elections of 1963. Reaction against a party which has been a long time in power is clearly more potent than rival policies or personalities. At Marylebone, the gilt-edged seat made available for Mr Hogg by methods a little too cynical for the squeamish, other influences may have contributed to the debacle in the Tory vote. At Openshaw the Conservative vote dropped by 10 per cent. They may take such comfort as Sudbury offered. There the 8 per cent. swing to Labour was halved. Apathy by Tory voters, from whatever cause, is a defeatist attitude with which to arrest a politically natural reaction. But can one be surprised? I recall a rash prophecy I made towards the end of Mr Macmillan's premiership: "There can never again be a Tory Government quite like his." Brave words! Sir Alec is supplying a replica. The same indifference to reshaping the Tory "image" to suit changing opinion and democratic manner of thought; the same adherence to tradition and privilege in matters, trivial in Tory minds but significant outside; the same ham-handed "public relations," the same unwillingness to lead and govern, the everlasting weakness of the "guiding light" to check or control the rise in wages far beyond its own ceiling. The mixture as before, innocent, no doubt, of harmful drugs but not a corpse reviver or even a mild tonic.

Hecatombs of pheasants

At Chatsworth on November 30 "a post-war record" of 680 pheasants were killed. The head keeper reported that such masses of dead birds lay on the road that the police had to hold up the traffic. The Duke of Devonshire, I believe, does not care for shooting. On the same day in Lincolnshire, Sir Alec Douglas-Home assisted in a bag of 465 pheasants. Such oppressive hecatombs were not uncommon before and between the wars. Most genuine sportsmen have learned sense since then and have discovered that a bag of 100, when the birds are flushed high, satisfies seven or eight guns and reduces the risks of headache and safety. No doubt when Royalty or Premiers take part in shoots, the police must be present in large strength (and not for the purpose of checking game licences) and head keepers can be excused if they boast, and Press photographers will have a field day and even Tory newspapers report the bumper bags.

Woolwich Arsenal is due to be closed in 1966. But such is the demand for the space it occupies that 500 of the total 1,193 acres are to be handed over at once to the LCC. The gun manufacture that used to be carried out there will be transferred to Nottingham Ordnance Factory

Above: The finishing touches are put to the Wombat anti-tank guns at the Arsenal

Right: The Duke of Wellington's statue surrounded by antique missile equipment

"A lot to be said for the Lords"

The Premier is clearly holding his own at Question Time during his weekly grillings by the Opposition. When Mr Loughlin asked him to introduce legislation to "abolish the Lords," he replied in the negative. He was well furnished with quips to meet "supplementaries" and that is not surprising, for since the Marylebone "promotion" to clear the way for Mr Hogg, he had had plenty of time to think up retorts to inevitable criticism of what many must regard as a rather blatant party expedient. No doubt "there's a lot to be said for the Lords," but in the long view there would be more to be said for them if hereditary peerages ceased to be bribes to vacate "safe" Commons seats in the interests of seatless Cabinet Ministers. The job could probably be done in most cases with a "Garter or a Thistle or a Bath," a CH or even a baronetcy—or at most a life-peerage, especially if the Premier concerned believes that the House of Lords is "a necessary and valuable thing in our democratic procedure." (Laughter in court.) At least, the alternative bribes I suggest do not imply perpetuation of a right to legislate to

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generations of untried, unproved descendants. And if the recipient of an hereditary title has no heir, or is already heir to an hereditary peerage, the more Gilbertian is the bestowal of an hereditary peerage on him, since life-peerages were enlarged for the very purpose of making the Upper House more efficient and democratic. So it seems to me. Of course, it was not the view of Mr Macmillan. Nor come to that of Sir Alec.

Changey for Changey

When the third Earl of Egremont (Creevey's "Comical Bob"), patron of artists, died, the title went to his nephew, George Francis, and with the fourth Earl's death, became extinct. Years later in 1859, the third Earl's natural son, George, to whom had been left the Petworth and rich Cumberland estates at the third Earl's death, was created Lord Leconfield. That title, fifth in succession, is now held by the fifth son of the second Baron, who recently succeeded two elder brothers in the title. He is over 80 and the estates have already passed to his surviving son John, whom Mr Macmillan on retirement recommended for a peerage. He chose the title of Egremont. And now father and son will take their seats in the House of Lords together; the father as Lord Leconfield, the son as Lord Egremont. In the natural course, the son will inherit his father's barony of Leconfield and presumably Egremont will be merged in Leconfield, now the senior title; at any rate he will be Lord Leconfield and Egremont. All very picturesque and old-world—changey for changey. *The Old Stager*

Above: The ski resort of Glencoe in Scotland now has a second Ski-Tow. It is marked in the picture T-Bar Tow 2, between the top of the chair lift and the T-Bar Tow 1 which was the first to be constructed. The new tow replaces the rigorous 300 yard climb, and is capable of hauling skiers up the steep gully at a rate of 350 persons an hour. The height gain is 340 feet and the time taken to ascend two minutes. Other improvements at the resort by White Corries Ltd. include a new car park for 150 vehicles, an access road and refreshment chalet. The Glencoe ski-school this year will have four Alpine instructors under Mr Jens Meier

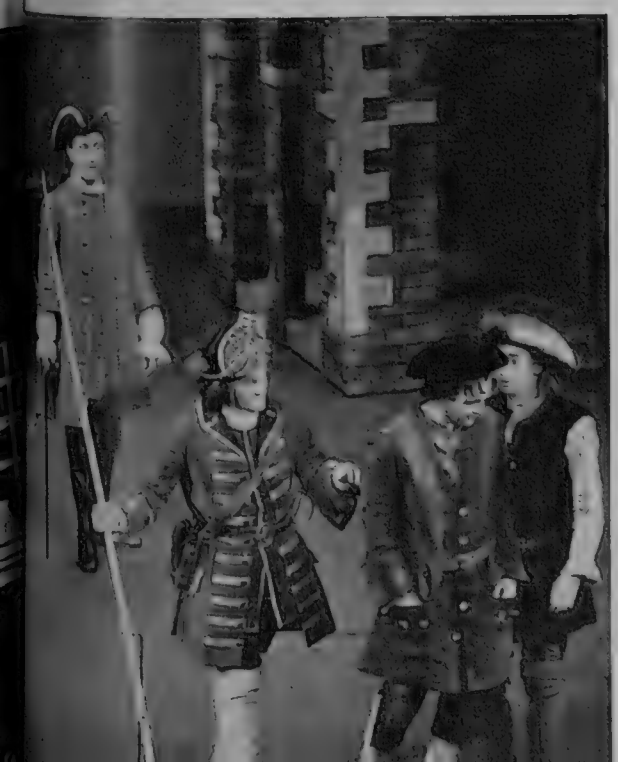
Top: The Kingsgate Footbridge for Durham University has been opened over the River Wear. It was constructed as part of the University's £3 million expansion scheme to link groups of colleges on each side of the wooded gorge below Durham Cathedral. The concrete bridge, 350 feet long, rests on tapered struts rising from pivots on either bank. The bridge was built in two halves, each parallel to the banks. The half-spans were then swivelled on the pivots through 90° to meet in the centre. This unusual method dispensed with the need to use scaffolding over the river. The bridge was designed by Ove Arup and Partners

THE RECRUITING OFFICER *at the National Theatre*

George Farquhar, the post-Restoration dramatist, is a natural for the National Theatre, still in the inevitable process of flexing its muscles. (The other two productions in repertory in its home at the Old Vic, were imported from Chichester.) Farquhar's originality lay in the humour he obtained from the patterns of provincial society. *The Recruiting Officer* is one of his finest plays and is set in Shrewsbury in 1705. Its plot is given its freshness by the dovetailing between the stratagems of the recruiting drive for Marlborough's army and the mannered devices of courtship. The officers take naturally to describing their amours in terms of campaigns and their recruiting in terms of courtship. Bridging the gap is the part of the heroine who takes to breeches to be near her army love and to provide scope for her freedom of thought. In a world where everybody is deceived, only the poor country simpletons come off badly. They are deceived by promises of glory or dispatched into the army, willy-nilly, by the practices of the law. William Gaskill's production, against some enjoyable sets by Rene Allio, is straightforward and manages some extremely funny scenes. The most memorable acting comes from Olivier as a vulgarian officer given to eyeing every lady for her charms and money; Maggie Smith as the transvestist heroine; and Colin Blakely, as the sergeant, a man of mangled vowels and rich resource. There are few longeurs in this splendid evening, although the cast at times fails to gain a unified style of acting for this genial, sharp-witted comedy.

J.W.

Above: The recruiting officer, Captain Plume (Robert Stephens), has an easy time gaining the affections of a simple country wench, Rose (Lynn Redgrave)
Above right: The other recruiting officer, a man of very martial and bragging air, is Captain Brazen (Sir Laurence Olivier)
Right: The elderly, worldly Justice of the Peace, Mr Balance (Max Adrian) dominates the scene in the country town of Shrewsbury



Above: Silvia, Balance's daughter (Maggie Smith), adopts the disguise of a rakish young soldier in order to be near her love, Captain Plume, but finds herself in difficulties with Plume's Sergeant Kite (Colin Blakely)
Left: Lovers whose affairs do not run smoothly—Melinda (Mary Miller) and Mr Worthy (Derek Jacobi)
Far left: Kite gulls two yokels (John Stride and Keith Marsh) into taking the Queen's shilling

THE VOICE OF THE COMMONWEALTH

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HIGH COMMISSIONERS IN LONDON, 5—NIGERIA

Many and diverse are the sporting achievements of the High Commissioners in London. Among them are a world famous cricketer, an Oxford athletic Blue and a rowing man. But few diplomatists—in or out of the Commonwealth—can have been fives players. "Eton fives," says His Excellency Alhaji Abdul Maliki, C.B.E., firmly for the benefit of initiates aware that there are varieties of the game.

The High Commissioner for Nigeria to Great Britain and Ireland learned to play while training to be a teacher in Northern Nigeria. Since education was his choice of profession, it is not surprising he should have promoted the Commonwealth essay competition among Liverpool schools. "In Nigeria we are taught a great deal about Britain and the Commonwealth," he remarked, "but here in Britain I find a wide ignorance about Nigeria. Some people don't seem to have heard of us." He thinks that conditions in Nigeria are such nowadays that it would be perfectly feasible for white children to be educated there. The custom of sending children of white parents living in Nigeria to school in England need no longer pertain.

One suspects that the High Commissioner, who is aged 48, would have liked to have made his career in education. But being a member of a ruling family in Northern Nigeria—his father was Atta, or Paramount Chief, of Igbira—it was almost inevitable that he should eventually have to go into the administrative

Above: His Excellency Alhaji Abdul Maliki with the Queen after she had opened the new Commonwealth Institute in Kensington, London

Right: At a service in the Central Mosque in Regent's Park in London where the High Commissioner worships regularly

Below right: Entertaining members of the Women's Guild from Surrey in his office at the High Commission

service. He held various appointments under the Okene Native Administration and then in 1951 he was elected to the Northern Region House of Assembly on the platform of the Northern People's Congress. He rapidly made his mark for, in the same year, he was returned as a member of the House of Representatives. He resigned his membership of the Legislatures and of various other public institutions in 1955 to come to London as the first Commissioner in Britain for Northern Nigeria. Three years later, he became Commissioner for the Federation and on the achievement of Independence in 1960, the first High Commissioner. In that year he was awarded the C.B.E. for his public services to the Federation.

From these details of his career it can be seen that none can be better qualified to judge Britain's record in Nigeria than Alhaji Abdul Maliki. He has no resentment at all about what Britain did there. "I frequently privately and publicly express my appreciation of it," and he points out that British policy allowed the peaceful transfer of power. He has great faith in the future of the Commonwealth, and of Africa which, he declares, should become a non-racial continent.

The High Commissioner has little time for recreation nowadays. He is a keen photographer and likes to go around London with his movie camera. But he freely admits he has no interest in other forms of art or music. He enjoys reading but finds he has to do far too much of it in the study of official papers.

Alhaji is a religious title and can be claimed only by a Moslem who has made the pilgrimage to Mecca. Though he does not in the least parade his religion, one has the abiding impression that it is the motivating force in the life of Alhaji Abdul Maliki.

Winners of Commonwealth Essay Prizes

The winners of the Nigerian High Commissioner's essay competition "How to Improve Race Relations in the Commonwealth" are Miss Pamela Ann Cleary, 18, of Holly Lodge High School, Liverpool and Mr P. Pink, 17, of Liverpool Institute, High Mount Street, Liverpool.

Alhaji Abdul Maliki promoted the essay competition to mark the opening by the Nigerian Government of an Area Office in Liverpool last September and to encourage interest in the Commonwealth. The competition was open to Liverpool schoolchildren between the ages of 16 and 18 and their entries were assessed by the headmaster of a well-known grammar school in London. Announcing the result in Liverpool in the presence of the Lord Mayor of Liverpool, Alderman John McMillan, and other civic leaders, His Excellency Alhaji Abdul Maliki said: "The subject is one which I consider to be of the utmost importance to the survival of the Commonwealth especially as the youth of today represents tomorrow's public opinion. The response from the schools was most gratifying and I am encouraged to believe that exercises such as this are necessary to keep the public constantly aware of the value and promise of the Commonwealth."

The prize-winners were to visit London last weekend as guests of the High Commissioner. In addition, Miss Cleary received a ladies' handbag made of rich Nigerian crocodile skins and Mr Pink a writing case made of Moroccan leather—both samples of Nigerian craftsmanship.

This is what Miss Cleary said about the subject in her winning entry:

"I believe that it is perfectly possible to improve race relationships throughout the Commonwealth. We should remember that the idea of a Commonwealth is a form of brotherhood, to carry out truthfully a system where there is no bias, either racial, religious or political.

"In addition to telling people about the starvation and ignorance existing in the world, we have a responsibility to overcome prejudices about race and creed and, also, to give positive financial and technical assistance to those who are so desperately trying to play a fuller part in the modern world.

"Educational facilities of all types should be available both in the countries themselves, and also abroad. If there were more opportunities for student scholarships and facilities for travel, then students would be able to see for themselves, and to benefit from first-hand information, as to the way in which other members have tackled problems similar to their own.

"The majority of people only become aware of racial prejudice as they become older. If, when they are young, it could be instilled into children, by means of racial integration in schools and through the media of radio, television and films, that, although having vastly different backgrounds to other races they still had the same basic ambitions, then a large proportion of apartheid could be avoided.

"There also should be more emphasis on Overseas Voluntary Service, because it is only in this way that we can offer help and, at the same time, improve our knowledge and understanding of the needs of all the various members of the Commonwealth."

In London, after the opening of the new Commonwealth Cable, the Prime Minister is with three High Commissioners, Mr Drew, Canada; Sir Eric Harrison, Australia, and Sir Thomas Macdonald, New Zealand (see also on p. 472)

In the second winning entry, Mr Pink said:

"The Commonwealth contains peoples of many colours, religions and nationalities, so it would have to be exceptionally stable to be free from problems of race prejudice. Unfortunately there is no speedy or even easy solution to any racial problems.

"There are many causes of racial intolerance. Their significance is not always apparent and their removal would bring about an immediate improvement, which would form a basis of goodwill. Nevertheless, the only solution which will be ultimately successful is that of education, and this is of necessity a long term policy.

"Public relations between the Commonwealth nations should be improved. The African states should explain their policies to the masses of the British bloc (Great Britain, New Zealand, Canada, Australia, etc.), Asian bloc and to the West Indian states, all of which, at present, are deluded by their false prejudices. The African people should be told of the average person's opinion instead of hearing about the 'landladies.' This problem of accommodation for African, Indian and West Indian students may seem unimportant but if race relations are to improve, the government must provide more international student hostels.

"There should be an increase in personal contacts between individuals. International holiday camps could be established with the wealthier governments providing.

"University students must be encouraged to spend a year after graduation helping the underdeveloped countries of the Commonwealth. Sympathy for other member nations, on a personal level, would thus be built up.

"The African nations should refrain from voicing their opinions on the administration of countries like Rhodesia in the United Nations. However, there should be a Commonwealth Council, where this and other matters, e.g., boycotting South Africa, could be discussed. The Indo-Pakistani border dispute has a racial and religious background and it should be decided in a Commonwealth Council. The Commonwealth is a family, its affairs should be settled internally.

"Students should be allowed to spend a year of their course in an African or Asian university. Commonwealth universities should inaugurate "Faculties of Commonwealth Studies"; there are "Schools of European and American Studies" in a number of universities. Finally, from primary school to university there should be compulsory classes on the Commonwealth—its nations, its history, geography, its special peculiarities and customs. Once this ignorance has been eradicated (television and night schools could begin courses for adults) and children are taught that all nations in the Commonwealth are equal in intelligence and worth, then the problem of race will either disappear completely or become almost non-existent."

PRESS PICTURES OF THE YEAR

458 To be in the right place at the right time with the right camera—that is the difficult and sometimes dangerous art of the Press photographer. But photo-journalism is an expanding profession with ever-widening scope and increasingly high standards. Three hundred and ninety-four Press photographers entered their best pictures in the 16th annual 'British Press Pictures of the Year' Competition organised by the *Encyclopaedia Britannica* and the Institute of British Photographers. The entries in eight different categories were judged by special panels of judges, and awards have now been presented to the winners by the High Commissioner for Australia, Sir Eric Harrison. Some of these winning entries are illustrated here and show how successfully the best camera shutters have been clicking during the dramatic moments of 1963. British Press Photographer of the Year is Arthur Sidey of the *Daily Mirror*, who was runner-up for the title in 1961.

Right: A winning entry in the Feature Category of the British Press Pictures of the Year Competition, the 16th to be held. 'It's a Wonderful Life' was taken by Monty Fresco of the *Daily Sketch*

Far right: 'The Gladiators' by John O'Grady of the *Sydney Morning Herald* won the First Award in the Sport Category

Below: 'In Siesta Time.' J. Allan Cash, well known to *Sphere* readers, took some appealing shots of lions in Tanganyika. His entry won Second Award in the Sequence Category of the Competition

Above: Winning an Honourable Mention in the Portfolio Category was work by H. Kerr of *The Times*. One of his pictures is of 'Larter—Flat out' **Left:** 'Princess and the Old Comrades' by Stanley Devon of *The Sunday Times* —an Honourable Mention in the Royal Category

Top: The winning competitor in the Portfolio Category was Arthur Sidey. 'He only cut his lip' is his title for this picture of a racing mishap. Mr Sidey is on the staff of the *Daily Mirror*. He holds the Hector McNeil Trophy for a year and received an engraved silver medal plus 100 gns

BRIAN VESEY-FITZGERALD

THACKERAY CENTENARY

460 William Makepeace Thackeray died 100 years ago on Christmas Eve. He was only 52. He lived in the Victorian era of peace and prosperity (for the middle and upper classes at least) and he worked in the climate of the "Golden Age" of the English novel. In his day he ranked in popularity with the greatest of living English novelists. Later critics have described him as the lineal literary descendant of Henry Fielding: high praise indeed. Yet today he is less read than any of his contemporaries.

I have been re-reading Thackeray. I last read him as a young man, and then as a duty, as part of a course in English literature, and not because I wanted to. But I seem to remember that I enjoyed him. Now? Well now—to confine myself only to men of his period—I would far rather read Dickens (for whom I have no great fondness), Disraeli, Surtees (greatly under-estimated as a novelist and social historian) or Trollope any day. I have to admit that re-reading Thackeray has not been as enjoyable as I had expected.

This certainly has nothing to do with the quality of his writing. It is quite true that there is something of Fielding in Thackeray. For that matter, if there is a touch of Fielding about some of his work, there is also a touch of Swift and Pope. You can, in fact, detect all sorts of influences in Thackeray: few of them contemporary. He belongs to the "Golden Age" in time, but he is not of it: he stands apart from the main stream. Both in temper and in style he is closer to the literary tradition of the 18th century. This living, as it were, in two worlds—spiritually in the 18th century, and in the first half of that century at that, but conditioned by the thoughts and attitudes of his time—affected all his writing. No master of the "Golden Age" had such mastery of rhythm. None of his contemporaries could be so economical with words. None was capable of such sustained and polished irony: an irony wholly free from the bitterness that is characteristic of Swift and Pope. No, it has nothing to do with the quality of the writing. Thackeray is, indeed, one of the truly great masters of English prose; of a lovely, liquid prose. He ought to be easy to read. And to be truthful, he is: very easy to read. And yet . . . well, I found myself tending to boredom, skipping.

The facile answer, of course, is that he is "dated." But then, could anything be more "dated" than much-read Dickens, than much-read Surtees? Compared with those two, Thackeray is almost up-to-date. When he is dealing with history (as in the famous chapters on Brussels and Waterloo in *Vanity Fair*), then Thackeray is dateless. He revels in facts, never distorts them, and breathes life into them.

"Q," in one of his lectures, made a remark to the effect that the weakness of Thackeray was that he did not understand the ordinary Englishman, the sort of life he led, the sort of problems he faced. I think that there is a deal of truth in that. Consider Queen's Crawley: do you really feel that he was at home in that village? Do you get a satisfying, a convincing, picture of English village life, of English village folk? "Q" put this weakness down to the fact that Thackeray was born in Calcutta of a great Anglo-Indian family. I do not think that his birthplace can have had much to do with it, since he left India when he was six and was educated in England. But it is true that he belonged, by birth, to a small ruling class, a class accustomed to being served, a class with strictly confined social contacts. This is not to say that the author of *The Book of Snobs* was himself a snob. He was not: but he was a man of limited social contacts. He could describe the class he knew, expose its weaknesses and strengths, poke gentle fun at it, and do all this perfectly. He is at home: he carries conviction. Outside his *milieu* he carries no conviction because he had no real contact. I think he was too shy a man.

Perhaps it is to this shyness that we must attribute the ineffectiveness of his male characters. Not one of his men is really convincing as a man. At the time, this did not, obviously, strike his readers. Today, comparing him with Dickens, Disraeli, Trollope, it is devastatingly obvious. Consider Lord Steyne in *Vanity Fair*: compare him with Lord Monmouth in Disraeli's *Coningsby*. The model for both was the infamous Marquis of Hertford. Disraeli's Monmouth is infamous: Thackeray's Steyne is a lifeless dummy. But I do not think that shyness was at the back of this, for Thackeray could draw character. Consider his women: all are convincing, all are sympathetically depicted. No, the weakness was due to the tragic circumstance of his life.

Thackeray married young, a love match, and he was immensely happy, wholly absorbed in his wife and three daughters. It is surely to this period that such gay trifles belong, as:

> But a plain leg of mutton, my Lucy,
> I prithee get ready at three;
> Have it smoking, and tender and juicy,
> And what better meat can there be?

And it was surely when he was looking back to this period, which lasted but a bare five years, that prompted that delicate fairy-tale *The Rose and The Ring*. His wife became insane and had to be confined. For the rest of his life Thackeray was a melancholy, desolated man.

> Ah me! how quick the days are flitting!
> I mind me of a day that's gone,
> When here I'd sit, as now I'm sitting,
> In this same place—but not alone.
> A fair young form was nestled near me,
> A dear, dear face looked fondly up,
> And sweetly spoke, and smiled to cheer me
> —There's no one now to share my cup.

And that was written at the height of his fame. His wife away, he could not settle at home. He wrote his books in clubs and hotels. The male company he kept was club company, the "right set." But he never became really interested, and the fact that he did not is apparent in his male characters. Just as apparent as that his wife, the wife of those five blissful years, turns up again and again in his books. "Becky was always good to him, always amused, never angry."

A sketch in oils, by Samuel Lawrence, of William Makepeace Thackeray. *Reproduced by permission of the National Portrait Gallery*

HIGHGATE v SHREWSBURY

Highgate's annual match with Shrewsbury was played at Highgate in damp and gloomy conditions. The home team (black and grey shirts) were the favourites, having lost only one of 11 school matches during the term, whereas Shrewsbury (black and white shirts) had failed to secure a single victory. These records were sustained in the match result: Highgate 1 — Shrewsbury 0. From the start the visitors adopted defensive tactics, moving a forward back to play behind their centre-half, hoping in this way to contain Highgate's fierce attack. For a time the Salopian's plan was effective, but Highgate's pressure continued in the second half. They scored after 68 minutes when M. C. Smethers took a pass from C. B. Chicken and, with a well-aimed shot, beat the Salopian goalkeeper. Within seconds, Highgate seemed to be about to score again as Dennis made a brilliant run, but was offside. Shrewsbury occasionally took the offensive and looked dangerous when their winger Kendrew had the ball. But Highgate's defence was equal to all demands. The game ended with Highgate on the attack, but failing to break the Shrewsbury defence—a final note characteristic of play throughout this match.

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1 P. J. Thwaites and Brooke-Smith jump to the ball close to the Shrewsbury goal. M. C. Smethers, of Highgate, is to the left
2 Shrewsbury move in to defend their goal. Their goalkeeper, Gale, collects the ball
3 J. T. G. Butler, of Shrewsbury, is on to the ball, with R. H. East ready to receive a pass. About to tackle is B. E. Dennis
4 A dive by N. C. Lederer, the Highgate goalkeeper, foils an attack by Shrewsbury players P. Bowen Roberts and J. R. Painter. Behind him are R. N. Taylor and G. K. Reid
5 P. J. Thwaites again heads clear with East and Brooke-Smith behind him in the melee

HOTELS OF CHARACTER BY SYLVIE NICKELS

462 It would be rash to say that all new hotels these days resemble a cross between a clinic and a modern art museum, but the tendency is increasing that way. Scattered about Europe, however, are a number of individuals and organisations whose aim is to promote the smaller or more characteristic places for people like me who prefer visiting museums (or clinics) to sleeping in them.

The first of these will be well known to many readers familiar with France. It is the Fédération Nationale des Logis de France whose year-book gives complete details of over 1,700 hotels. Most of them are small, family-run establishments; their amenities vary quite considerably, but their standards of comfort, cleanliness, friendly service and good food, usually including regional dishes, are reliably high. For the motorist they have the great advantage of being sited mainly away from large centres. The year-book costs 10s at main bookshops or Hachette's, 127 Regent Street, London, W.1, or can be obtained from the Federation's head office (26 Rue d'Artois, Paris 8) in return for 12 international reply coupons.

The French Government Tourist Office list 150 *auberges rurales*, country inns that are similarly well placed though usually simple in style, but often with good swimming, fishing or other sporting facilities in the vicinity. For short stops, the Relais Routiers have gained great popularity. These highly superior versions of our transport cafés offer good food at low prices, and limited accommodation, usually without frills. The annual Guide lists 5,000 in France, other European countries and North Africa and costs 17s 8d post free (19s 8d after Easter, 1964), or is free to members (membership £2 10s). Full details are available from the Amis des Routiers, 178 Fleet Street, London, E.C.4. At a quite different level are the 30 Relais de Campagne, many of them housed in castles and mansions in glorious settings, with the emphasis definitely on gracious living. A list is issued by the French Government Tourist Office, 178 Piccadilly, London, W.1.

The " castle hotel " idea has been particularly well developed in Germany (list from German Tourist Information Bureau, 61 Conduit Street, London, W.1). Some of these are truly stately homes, such as the one at Kronberg in the Taunus Mountains, belonging to the Prince of Hesse and built by a daughter of Queen Victoria. Others might have been taken straight from the pages of some fairy tale. Accommodation is sometimes limited to a few rooms, as in the case of the Schönburg in one of whose towers I stayed earlier this year, its 10th-century walls brooding high above Oberwesel and the Rhine. Though modernised for comfort, the furnishings had some quaint touches, one bathroom including a wooden bath tub. Part of this castle also contains a youth hostel, as do several others in Germany.

Post Hotels in Germany usually bear the hallmark of reliability since many of them are former coaching inns where travellers, pausing overnight on their long, slow journeys, expected good standards of comfort and cooking. Country inns here, as in Austria, are often delightful as well as inexpensive.

Cheapness and simplicity are the theme of the village guest houses of Greece sponsored by the Royal National Institute (9 Philellinon Street, Athens, or list from the National Tourist Organisation of Greece, 195-7 Regent Street, London, W.1) to provide accommodation in remoter spots. For those in search of lesser-known Greece, they render great service though naturally no one will expect many refinements for about 5s a night!

Of first class standard, but with a similar emphasis on less developed regions are the Jolly Hotels who contribute much to the tourist facilities of southern Italy. The Autostelli of the Italian Automobile Club are also well placed in or near beauty spots otherwise lacking in accommodation in the southern half of Italy. Day hotels (*alberghi diurni*) are another feature of Italy, providing not accommodation but day-time amenities in many Italian cities for travellers wishing to rest and refresh themselves before resuming their journey. The Italian State Tourist Office, 201 Regent Street, London, W.1 can give further information.

Spain and Portugal can boast the best state-sponsored accommodation. The purpose of the *paradores* of Spain and the *pousadas* of Portugal is again to provide accommodation away from main centres, though on or near principal routes to cater for tourist traffic. Considerable imagination has been used in either adapting attractive buildings of historic interest or constructing new ones in keeping with their surroundings, furnished in the style of the region and providing local specialities. Standards vary from the quite simple to the almost luxurious, but I have eaten well and slept comfortably at both levels, and it is refreshing to be accommodated in a building that looks as if it has every right to be in the landscape rather than as if it had been added as an afterthought. In Spain, simpler accommodation is available in *albergues de carratera*, road-side inns also state run; their equivalent in Portugal are the *estalagems*, privately run. Lists can be obtained from the Spanish National Tourist Office, 70 Jermyn Street, London, S.W.1, or the Portuguese State Information and Tourist Office, 20 Lower Regent Street, London, S.W.1.

At the other end of Europe, summer hotels are a feature of the Scandinavian countries. These are nothing more or less than student hostels which, during the long, northern summer vacation, are transformed into tourist accommodation and sometimes administered by the students themselves. You should not be put off by the word " hostel "; nearly all of them offer the high standard of amenities and design one has come to take for granted in Scandinavia at prices that are slightly lower than in the equivalent standard hotels. Private baths, however, are not always available. Accommodation in private houses is also well organised in the northern countries whose inhabitants on the whole are enviably good linguists. Main railway stations usually have tourist accommodation offices, or central tourist organisations can provide details. The London addresses are: National Travel Association of Denmark, 2-3 Conduit Street, London, W.1; Iceland Tourist Information Bureau, 161 Piccadilly, London, W.1; Finnish Travel Information Centre, 56 Haymarket, London, S.W.1; Norwegian National Tourist Office, 20 Pall Mall, London, S.W.1; and Swedish National Travel Association, S.A.S. House, Conduit Street, London, W.1.

One of the state-sponsored hotels in Portugal—at Sagres in the Algarve. It is called the Pousada do Infante

Hotels in Germany—left is the Schloss Seeon, Chiemgau, Bavaria; and below is Schönburg Castle Hotel above Oberwesel on the Rhine

WORLD OF LETTERS

464 **Previous Convictions** by Cyril Connolly: Hamish Hamilton. 30s. This very distinguished volume contains the selected writings of a decade by a critic and man of letters who is second to none in this country. Mr Connolly's own wit and his perception of wit, wisdom and style in others is a perpetual delight whether he is discussing writers, painters or other critics. With regard to the last-named category I particularly relish a line of his about a colleague of whom he writes: "His impartiality is maintained for two pages, after which, with a rapid gear-change, he reaches the cruising speed of bumbling vituperation which is kept up for the rest of the book." In another place Mr Connolly quotes Boswell and adds that "a man capable of such bland but deadly observation is not to be disparaged." I found this book an assembly of treasures and recommend it to you as an excellent one either to give or to receive.

Batter my Heart by Donald Hayne: Hutchinson. 30s, is the autobiography of a Roman Catholic priest whose childhood and early manhood were spent in the shelter of his Church up to the time of his ordination some 30 years ago. He worked as a teacher after that and as a parish priest till increasing doubts culminated in a spiritual crisis and he renounced his beliefs. His subsequent career included marriage, domesticity and for 14 years the perhaps surprising job of executive assistant to that Hollywood Tsar, Cecil B. DeMille. Mr Hayne has written with simplicity and candour and his unusual story is well worth reading.

My Five Lives by G. F. Stridsberg: Heinemann. 30s. This book, which has been translated from the German by A. J. Pomerans, is the autobiography of an exceptional woman, born some 60 years ago into the elegant and indulgent world of aristocratic Vienna. Her happy childhood ended with the 1914 war when she became a nurse and married a medical student. Gusti Stridsberg has lived feudally as well as on a more modest scale; from nursing she turned to journalism, went to Moscow for a German paper, met Goering in Venice and Lenin's widow in Moscow and eventually fell in love with a young revolutionary. She has known what it is to lose homes and friends and now lives more peacefully in neutral Sweden. Her adventurous life is told with vitality and makes lively and occasionally poignant reading.

Country Bunch by "Miss Read": Michael Joseph. 21s, is a charming anthology dedicated in fact to Mary Ellen Chase and in theory to all those people, townsfolk among them, who cherish their own form of love for the countryside. "Miss Read" is herself an enchanting writer about country matters as we know. Here she has chosen passages of prose and poetry, country recipes, country songs and accounts of games and general junketing from the writings of as varied a group, living from the days of Horace to the present time of H. E. Bates, as one could hope to find. In these pages you will discover that fried mouse is a cure for whooping cough and that tortoises have solved the problem of dieting. The whole book is a pleasure to read and Mr Andrew Dodds' drawings are graceful to the eye.

The Drama of Chekhov, Synge, Yeats, and Pirandello by F. L. Lucas: Cassell. 50s. This is a companion volume to the author's *Ibsen and Strindberg* and deals with these four younger dramatists, one Russian, two Irish and one Italian, all of whom were born between 1860 and 1871. The writer has a very real understanding of his subjects and this book contains certainly the most considered and intelligent study of Pirandello's work that I have ever come across. He discusses, in each instance, the playwrights' best-known works and brings his own extremely sensitive critical faculty to bear on the developments that the years brought about. A scholarly book in which the author's own learning is never allowed to overwhelm the lay reader.

The Theory and Practice of the Care of Flowers written and illustrated by Jennifer Tootell: Hamish Hamilton. 21s, is a very pretty little book indeed with many delicate illustrations. It also has the virtue of being practical and includes not only sensible tips about arranging flowers together with diagrams but a chapter on their actual growing.

That Built-in Urge by David Merlin: Elek. 16s, has a pervading mood of hilarity which should be proof even against deep Icelandic depressions. It is an *exposé* of a fortunately mythical firm in the corset and bra business where doings apparently can be deep, dark and devious and where it would also seem that the author had gained some first-hand experience. Mr Merlin has a light hand with dialogue which crackles and fizzes along and a pleasant taste in similes, as when he describes a man speaking "in a technocrat accent compounded of Lancashire, Brixton and Marlon Brando." To say that he is outspoken is rather like saying that it's chilly at the North Pole but, on the whole, any lapses are redeemed by wit and good humour.

The Road to Beersheba by Ethel Mannin: Hutchinson. 21s. Miss Mannin has dedicated her novel based on recent history to "the Palestinian refugees who, in all the Arab host-countries, said to me, 'Why don't you write *our* story—the story of the *other* Exodus—*our* exodus?'" The time is 1948 and the exodus took place from the small town of Lydda from which, during the Arab-Israeli war, many thousands of people trekked through the scorching wilderness to

VICTORIAN ENTERPRISE

The Underground Story by Hugh Douglas: Robert Hale. 21s.
Tramcar Treasury by Dennis Gill: Allen and Unwin. 42s.
Spanish Painting by Ugo Bicchi: Paul Hamlyn. 21s.
Italian Painting by Andrea Emiliani: Paul Hamlyn. 21s.
Romanesque Painting by Juan Ainaud: Contact Books. 12s 6d.
Twentieth Century Painting by H. L. C. Jaffé: Contact Books. 12s 6d.
The Connoisseur Year Book 1964: Ebury Press. 42s.
Whitaker's Almanack: Complete Edition. 25s.

The centenary of the London Underground has been well and truly celebrated both by an historic exhibition and a number of valuable books on this particular public transport system. Of recent weeks the importance of the system as a means of dealing with surface congestion has been further highlighted by the Buchanan Report and, indeed, if our capital city is not to be engulfed by the motor vehicle, further extensions of the underground railway are clearly called for. Hugh Douglas in his centenary survey *The Underground Story* conjures up in his opening chapter a picture of London in 1853, the great thrombosis of traffic clogging the highways not least in the city, where omnibuses were making 7,400 journeys a day. The horses which pulled these lumbering vehicles clipped along the streets "and the iron shod wheels protested over the cobbles like a thousand hoops being urged along by schoolboys." For pedestrians the noise was deafening and the chaos vast. How the London underground came to the rescue of this situation is Mr Douglas's theme, and in each succeeding chapter he outlines the progress of the network from the new fangled Metropolitan, to the twopenny tube through central London, and so at last to the Victoria Line now under construction. Most people will deduce from all this that, having been given by our forebears a superb system, and if we want to save our city from the new threat of engulfment we must build on what has already been created, perhaps first of all penetrating the bus belt to Brixton and Camberwell Green, and linking up with the new housing estates in south west London. Here is a book that will appeal at once to the railway fan, to the general reader, and over and above all to the harassed London commuter.

Best loved of all forms of public transport has been the tram, and its ardent devotees never cease pleading its cause as the ideal mode of conveying large numbers of people in our larger cities. Dennis Gill's *Tramcar Treasury* is a non-technical book about trams and also about the people who operated them, who rode on them, and the uses to which many of the old vehicles have now been put. One ancient tram for instance is now a coffee stall on the Cambridge Arterial Road, while the upper and lower decks of a Huddersfield tram have been turned into bowling green huts at a Liberal Club. The selection of early photographs adds much to the pleasure of this work.

The Royal Academy's magnificent winter exhibition bearing testimony to the creative genius of Goya, his merciless revelation of cruelty, folly and vanity, may well focus new attention on Spanish art, which has always been distinguished by a keen spirit of observation and by the many men of isolated genius it has produced belonging to no particular coherent line of development. In Ugo Bicchi's *Spanish Painting* one of two new volumes in the magnificently illustrated *Art of the Western World* series these characteristics are well exemplified. El Greco's 'Adoration of the Shepherds' has a full plate in colour, also Ribalta's 'Vision of St. Francis.' The final pages reveal Goya at his gloomiest and most dramatic; his last period seemed to produce a sort of despairing expressionism with his portrayal of the executions of

Ramallah, which was in Arab hands. On this journey the dead were counted in thousands and the boy who is the central figure of the story receives an indelible impression which a subsequent life in England with his English mother does nothing to erase. Miss Mannin writes with deep sincerity and tells the tragic story with the full conviction of her feelings.

Yolanda by Naomi Jacob: Robert Hale. 15s, is a typically vigorous and warm-hearted novel by a writer whose talent for story-telling is only second to the compassionate view that she takes of fellow human beings whether real or creatures of fiction. The present story is concerned with a young woman who has been brought up in luxury and marries into an equally rich and conventional world. Her rebellion against all this comfort and ease takes the form of a love-affair with an unsatisfactory type and finally of a second marriage with a man who has been her devoted admirer for a number of years.

Paradise for Sale by Compton Mackenzie: Macdonald. 15s, was first published nearly 40 years ago but remains good value with its story of sea adventure and all the well-known vitality of its writing.

The rove of Eagles by Winston Graham: Hodd and Stoughton. 25s, reveals the writer as an istorical novelist and one who has the requis e qualities of capacity for research and energy of expression. His story is set in Cornwall ir he latter years of Queen Elizabeth's reign when ie threat of a Spanish invasion still held and w en the Spaniards themselves had invested Calais nd parts of the Brittany coast. Mr Graha has lived most of his own life in Cornwall v en he wasn't in London and has a feeling for th people and places in that county, based on aff tion as well as knowledge. **Vernon Fane**

May, 1808. The companion volume on Italian Painting is the work of Andrea Emiliani, who covers the period from Perugino to Caravaggio with a superb series of full colour plates. This was a long and immensely productive period, the flowering of the High Renaissance.

Two new additions to the *Contact History of Art*, a paperback series covering the whole history of Western painting in a dozen volumes, are Juan Ainaud's *Romanesque Painting* and H. L. C. Jaffé's *Twentieth Century Painting*. The high quality of the colour and half tone illustrations is a feature of both these volumes, so different in content and so notably well arranged.

The Connoisseur Year Book 1964, that symposium of the arts for collectors, makes its welcome appearance, and this year it has in addition to its many articles in the usual tradition some joyous extracts from the play *Lord Pengo*, a lightly concealed portrait of the great Duveen at work on a millionaire client.

Whitaker's Almanack 1964, the 96th annual volume, is also now in circulation with its 1,205 pages containing stop press information on Home's new administration; and special attention is paid this year to the problems of transport and the creation of Britain's new national motorway system. **Richard Edmonds**

DIRECTOR TURNED ACTOR

A KEY role in Otto Preminger's new film *The Cardinal*, which opens at the Astoria in London on December 20, is that of Cardinal Glennon of Boston. The idiosyncratic part is played with much impact by the veteran writer/film director, John Houston. He is of course much better known as a director—his latest film which he is completing is from Tennessee Williams' *Night of the Iguana*. *The Cardinal*, based on the popular novel by Henry Morton Robinson, details the career over 30 years of Stephen Fermoyle, who rises to become a Cardinal of the Roman Catholic Church. This long and taxing role is played by Tom Tryon.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **MARTIN CHAMBERS**

Mr Martin Royston Chambers, chairman and joint managing director of Gaskell and Chambers (Holdings) Ltd., is the third generation of his family to head this company founded in 1797 and incorporated in 1897. His grandfather, Sir Cornelius Chambers, JP, was chairman of the company for 44 years until his death in 1941, and his father, Mr C. Royston Chambers, held the office from 1941 until 1956. As suppliers to both the licensed and catering trades through branches throughout the country, Gaskell and Chambers have both engineering and cabinet works and their interests have recently become even more widespread as manufacturers and suppliers of catering equipment. Mr Martin Chambers, who will be 41 on December 27, was educated at Shrewsbury and volunteered for army service after leaving school. Following a training period at Sandhurst and service with the Royal Tank Regiment, he was commissioned in the Queen's Bays. On demobilisation, he joined the family business and was appointed secretary in 1947 and a director in 1950. In 1956 he became joint assistant managing director, and in 1960 joint managing director. He was elected chairman of the company in May, 1963, on the death of his uncle, Mr John A. Chambers. He is also a director of all subsidiary and associated companies of the Gaskell and Chambers Group. In 1962-63 he served as national chairman of the Allied Brewery Traders' Association and is the third generation of his family to hold that office. He is a Liveryman of the Worshipful Company of Pewterers and a Freeman of the City of London. As his company are pewterers his eldest son Robert—at present at Harrow—will serve a seven year apprenticeship and hopes that when he attains his majority he will be the fourth generation of his family to be elected to the Livery. Mr Chambers is a member of the Cavalry Club. He has an American wife and five sons, and lives with his family at White Falcon Lodge, Solihull, Warwickshire. To the unusual hobby of breeding peafowl, he adds an active interest in tennis, gardening and travel

WAGES ROUND AGAIN

by The Sphere Industrial Correspondent

British Chancellors of the Exchequer have been talking about an incomes policy for more than two years now, and the National Incomes Commission has existed for about a year and a half; but it is only this winter that the policy and its instrument are approaching any real test. When Mr Selwyn Lloyd first began talking about incomes policy (along with planning), he was already having to put the brake on the economy. When the National Incomes Commission first began to comment upon wage increases, it was in a year when unemployment was rising towards a post-war peak. Both are circumstances in which wages might naturally have been expected to increase less than in times of buoyant demand. But this winter's " wages round " has come in a period of steadily falling unemployment, in what most people believe is an industrial boom. Can the Government and its Commission moderate wage increases now?

Wages rounds in Britain tend to come in the winter. There are a number of industries, both private and nationalised, that put in annual wages claims rather as salary earners hope to get rises at the end of every year, and usually a sprinkling of others that put in claims less often but happen to coincide in the same period of any given year. The engineering wage award of a 5 per cent. plus increase that sparked off anxiety over incomes policy last month was not quite an annual claim: it was 16 months' since these operatives had had an increase. In terms of an annual increase, therefore, it was under 4 per cent.; even so, it was more than the by now famous 3-3½ per cent. a year that the National Incomes Commission had been counselling as a " guiding light " for wage settlements in this country.

That above par settlement followed one that was still higher—the 5 per cent. annual increase granted by Ford Motor Company—and it has been itself followed by a crop of offers and claims containing significantly bigger figures. Whether Dr Beeching did or did not offer the railway workers 5-6 per cent. more, any negotiations with railway unions will now certainly start on that basis, after his calculated leak to that effect. The London Transport management, again, startled both their union opposite numbers and an arbitration tribunal by talking of increases of up to 15 per cent. for bus drivers and conductors. The miners are after 6½ per cent. more pay; and the electricity workers, who have been dickering for some months over the Electricity Council's idea that they should move over to salaried " staff status," are in the meantime likely to put in a large claim over wage rates and hours.

Whither an incomes policy?

So far, incomes policy in Britain has consisted partly of precept—suggesting an approved percentage by which it may be safe for wages to increase, in any year—and partly of commenting regretfully on wage agreements after they have been made. The claim for a wage increase in shipbuilding, still a matter of argument between owners and unions, has this month been referred to the National Incomes Commission before any agreement has been reached; but this seems to have been simply because it is regarded as bound up with the engineering settlement.

One other, and potentially more positive element in national incomes policy, however, has been the informal pressure that the Government is able to bring on nationalised industries. This depends on the economic circumstances of the industry and the temperaments of its ruling board. The electricity supply industry, for example, is a highly successful industry by any standards; it has employment objectives of its own, notably that of getting nearly all its staff on to an annual salary basis. After last winter in particular, it will have an intense sensitivity towards any danger of interruption of supply. Its agreements on wages have been in the past more generous than the Government liked, but there has been no very open clash between Ministers and its board.

It seems doubtful, again, whether the Government would wish to risk any open disagreement with Dr Beeching, its chosen instrument to reform the railways, though economically it might be on stronger ground than with electricity. Dr Beeching may well be confident of achieving big savings in costs, providing he gets the co-operation of railwaymen; nevertheless, the railways are still operating deep in the red. London Transport, too, is hardly a profitable business. The Coal Board, this year, may again just break better than even, and its miners have been achieving considerable productivity gains. Nevertheless, a hefty wage increase might be difficult for it to sustain next year, even if coal sales should rise again.

" Stop and go " again?

These industries, therefore, are in general less well able to afford substantial wage increases than many in the private sector, where profits have been rising fast with the recovery this year. On them, too, the Government should have its maximum leverage, with or without the National Incomes Commission. Nevertheless, incomes policy as so far conceived is beginning to look too mild and ineffectual, at least for the hopes placed upon it as a way of avoiding the traditional " stop and go " policies that have dogged British expansion almost since the war.

Gains in exports, which led the recovery in British industry this year, seem to have come largely from the fact that British costs in 1962-63 rose less than for some years before, while costs on the Continent and elsewhere happened to be rising more. Since then, it is true, costs in British industry should have fallen further, because capacity has become much more fully employed; but big wage increases now could soon soak up this advantage. That is one fear, on the external account; the other is that any sharp rise in incomes here will begin to push prices up faster again after a period of relative stability. Neither tendency seems likely to be as strong as in some places on the Continent, for example, France and Italy, both of which are beset by rapid inflation. But Germany is not, and Germany is Britain's strongest export competitor.

The impending election will make it no easier for the Government to assert an incomes policy—even though the Opposition may not be anxious to push on wage inflation either. Forcing a showdown with unions might for some Conservative politicians have electoral attractions. But if this were to mean disruption of public services in winter weather, during a period of proclaimed prosperity, the public might well feel that the economy could afford to " buy peace." Progress towards any more complex or stronger policy on incomes, perhaps via the National Economic Development Council, cannot offer much for short-term economic management this side of the election. Mr Maudling is no doubt anxious to avoid measures to slow down the boom now; nor would these necessarily work through quickly enough to affect wage bargaining now. Of all the economic uncertainties for 1964, the danger of failure in incomes policy is the worst; and it is no great consolation to Britain to say that few countries elsewhere have done better.

In Nigeria, a modern air-conditioned hotel was opened recently for the Northern Region Development Corporation at Kaduna, the capital of Northern Nigeria. Over 90 ft. high, it contains nearly 100 bedrooms. It was erected by the Northern Construction Co. Ltd., a member of the Taylor Woodrow Group. The architects were Design Group Nigeria and the consulting engineers were Ostenfeld and Jenson. (Other recent developments by the Taylor Woodrow group, in the United Kingdom, are illustrated on the following pages)

ALL ONE FIRM'S WORK

468 Victoria Street is steadily being transformed by a number of developments up and down its length. The latest to be completed is a £5·5 million office block completed recently by the Taylor Woodrow Group for the Legal and General Assurance Society Ltd. The building, with 223,500 sq. ft. of office space, has already been leased by the Ministry of Works and is to be occupied by Government departments.

The front of the building has been set back from the road so that a view of the west facade of Westminster Abbey is possible from the north. The reinforced concrete frame structure, 111 ft. high, is clad in silver-grey granite, broken by strips of ebony black granite, and by mullions of white faience. The construction has involved some of the largest and deepest excavations carried out in Central London.

All the teak-framed windows—2,000 of them—are double glazed, and are hermetically sealed, for the office block is fully air-conditioned, each room having individual temperature control. This system is fed by high velocity dual ducts, and is claimed to be the largest in Europe.

Taylor Woodrow's industrialised housing

On the opposite page are pictures of a factory near Norwich where Taylor Woodrow-Anglian Ltd. have recently begun the production of housing components on an extensive scale. The first output of the six-acre factory is to be used for 562 flats at Woolwich in one of the London County Council's largest housing schemes. Components for two flats and then for four flats a day will be prefabricated at the factory at a pace to keep up with the rate of assembly at Woolwich. The ultimate capacity of the factory will be six flats a day. The system of production and assembly is employed under licence from Larsen and Nielson of Copenhagen. It is based on a technique which has been used for over 15 years on the Continent, and is extensively employed in Austria, Denmark, Germany, Holland, Iceland, Norway, Sweden and Switzerland, as well as having been introduced recently in South America and the US. Erection and the all-important jointing of the components of a block of flats is normally carried out by a superstructure gang of about 15 men working with one crane. In fact, on site only mobile cranes are required and no scaffolding is needed.

Above: Looking towards the south in Victoria Street, London, at the new £5·5 million office block recently completed by the Taylor Woodrow Group for the Legal and General Assurance Society Ltd. At the extreme left of the picture is the west front of Westminster Abbey
Right: A photograph of the building from the Abbey Orchard Street side, showing a spur block which forms a continuation of the main block. It is carried over the car park ramp on six splayed columns
Below: The main bank of lifts consists of six free-standing ovoid shafts, the first of their kind in the country

Industrialised housing has been begun on an extensive scale by Taylor Woodrow-Anglian Ltd. at a factory at Lenwade, near Norwich. Here large room-sized components are prefabricated for one of the London County Council's largest housing schemes

Left: The shop where all the flooring slabs are made. Each shop is equipped with two fast-operating 10-ton overhead cranes, extending outside into the stockyard

Below: A mould for a wall unit is raised into position for the moulded wall unit to be taken from it. Some of the moulds can weigh anything up to five tons and have to be precision-made with machined edges and surfaces

Above: Window frames in a completed wall unit are painted. This is one of the last operations before the unit is ready to be moved into its site

Above centre: An entire staircase is struck from its mould. A high degree of accuracy in manufacture is necessary to ensure that the various components fit each other when they are assembled

Left: A mould is fitted with electric conduits and switch housings before the concrete is poured in. Traditionally, electricians fit this equipment when the building is complete

110 YEARS OF MERCHANT BANKING

Photographs by Alan Spooner

470 In 1853 Samuel Montagu (later the first Lord Swaythling) and Edwin Louis Samuel, the founder of the Exchange Bank Office in Liverpool in 1843, started business as "Samuel and Montagu," exchange dealers and bankers at 142 Leadenhall Street, London. In 1865 the firm moved to Old Broad Street, London, its address for the past 98 years. Twelve years later, the name of the firm was changed to "Samuel Montagu and Co." and in 1960 Montagu Trust Ltd. was formed as a holding company which in January this year acquired the share capital of Samuel Montagu with effect from April 1, 1962. The Group comprised by Montagu Trust and its subsidiaries was subsequently reorganised by Montagu Trust when it acquired other direct subsidiaries. On June 13, this year, Montagu Trust was converted into a public company.

The original business of Samuel Montagu was that of foreign exchange dealers. In the 19th century, currencies were subject to wide fluctuations brought about mainly by the seasonal buying of commodities for settlement in bills which were frequently discounted for cash. Samuel Montagu were pioneers in working towards the stabilisation of rates of exchange for currencies, by providing a market for the sale of bills of exchange relating to shipments of commodities when exchange rates were weak and by holding the bills until maturity or for an improvement in rates. From this business the practice developed of dealing in one currency against another and over the years Samuel Montagu became important dealers in foreign exchange in London.

Simultaneously, with the foreign exchange business and as a corollary to the movements of gold required to equalise trade surpluses and deficits, the company developed a substantial business as bullion brokers and merchants. The company is a member of the London Gold and Silver Markets and attends the daily fixing of prices for gold and silver. Their Annual Bullion Review is circulated internationally.

As a result of the connections established as foreign exchange dealers, the company extended its business into financing international trade and into the international capital markets. With the gradual relaxation after the Second World War of exchange restrictions and the reopening in 1954 of the London Gold Market, Samuel Montagu reverted to its position as important dealers in London in foreign exchange and bullion. The company set up, in 1951, a representative office in Paris and in 1960 the company acquired the share capital of Hart Son and Co. Ltd. ("Harts") merchant bankers whose business was founded in 1899, in order to extend its activities in the domestic field.

In addition, the company owns the whole of the share capitals of two dealing companies, Samuel Montagu and Co. (Finance) Ltd. and Fortseven Trading Co. Ltd. Samuel Montagu is a member of the Accepting House Committee and a founder member of the Issuing Houses Association.

Every bullion bar is stamped with a serial number; here the numbers on a consignment of silver bullion are c

Left: Silver grain is weighed and loaded into sacks
Below: The Telex room where messages are sent, received and recorded from all parts of the world

Above: Staff at work in the Registration Department, where dividend warrants for shareholders and some new issue work are also dealt with
Above left: Silver bars are stamped with a serial number (left) and then weighed
Left: Foreign exchange dealers are in constant contact with financial centres throughout the world. This room shows the firm's telephone arrangements

NEW COMMONWEALTH CABLE LINK

472 With the completion of the Commonwealth Pacific Cable, COMPAC, a new telephone cable link becomes available between Britain, Australia and New Zealand. It is the first telephone cable to have been laid across the Pacific. Extending 9,400 statute miles, it runs from Vancouver to Hawaii, and then on to Fiji, Auckland and Sydney. A similar cable from Britain to Canada across the Atlantic, named CANTAT, was completed in 1961.

The new link was opened early in December by a recorded message from the Queen at Fleet Building in London, the GPO's latest telecommunications centre. In that message she said that the cable was a practical expression of the Commonwealth's faith in its own future. Those words and others from the Postmaster-General were heard as they were spoken over 16,000 miles by her Prime Ministers in Ottawa, Sydney, Wellington and Suva. The cable which made this possible will certainly revolutionise Commonwealth communications. Previously, contact with Australasia has been by means of high frequency radio links, and these were very susceptible to fading and to interference from sunspots and electrical storms.

GPO subscribers in London are now able to dial direct to any Australian subscriber served by the ' Gateway ' automatic exchange at Sydney. Similarly, subscribers in Sydney can dial directly into the UK inland telephone system, and Auckland will have the same facilities when an automatic exchange has been established there.

Although the cable is little more than an inch in diameter, it has more than 76 telephone circuits, and provides in addition for telegraph, telex and photo telegraph services. It also has a ' music ' circuit capable of transmitting broadcast programmes. Some of the circuits will be leased to air lines, shipping companies and other organisations whose efficiency depends so much on rapid world-wide communications. Differences in clock time between London and Sydney help to spread the burden of peak traffic periods. In Great Britain in the morning, for example, calls can be made to Australia which is then in its evening, while Canadians are still asleep.

In the design, engineering and manufacture of COMPAC, reliability was the overriding requirement. The development which has made it practicable was that of a new lightweight cable deriving its tensile strength from a steel core capable of withstanding the strain of four tons. This breakthrough in cable technology by the GPO came in 1951. The old type of deep sea cable had to be protected by a heavy armoured sheath. Eleven thousand miles of the new cable were supplied for COMPAC by Submarine Cables Ltd. and Standard Telephones and Cables Ltd. The laying operation was completed by Cable and Wireless Ltd.

In spite of the use of polythene as an insulator, no way has yet been found of reducing the electrical or transmission losses suffered by a cable of this type underneath the sea, without the use of frequent repeaters, or amplifiers. These had to be inserted into COMPAC at intervals of about 26 miles. The great pressure they have to bear, four tons per square inch at 3,500 fathoms, and the difficulty in recovering them for repair work, meant that every effort had to be made to ensure their reliability. All their metal surfaces, for example, were gold plated to prevent corrosion, making the cost of the 300 repeaters used, a big element in the total bill for COMPAC. The £35 million cost has been met jointly by Britain, Canada, New Zealand and Australia.

Above: The cable for COMPAC is stowed in the laying ship HMTS *Monarch*
Top: At Bondi Beach, Sydney, the shore end of the cable from Auckland is floated ashore from CS *Retriever*, one of the three ships involved in the project
Above centre: Repeaters stowed ready for insertion in the cable to boost the signal along 9,400 miles
Left: The final splice in the cable is made on board CS *Mercury* off Hawaii on the morning of October 10

NEW ISSUES FEVER

by The Sphere City Correspondent

When new issues come to the London stock market, they come thick and fast. During the four weeks up to Christmas, over £75 million will have been raised in London. The bulk of this is for local authority and Commonwealth loans and another large slice for industrial debentures which, because they are part of the everyday life of the City, attract little attention. But a substantial amount at this time—approaching £15 million—is being raised for vendors of companies coming to the stock market for the first time. Biggest by far has been Freemans (London, S.W.9) the prosaic name behind which has grown one of Britain's most flourishing mail-order firms. But other new issues of ordinary shares cover a wide range of industries from—appropriately—greetings cards (Kaye-Gibson) to automatic vending machines (Ditchburn Organisation). All of these have caught the public eye.

The reasons for this sudden rush to the stock market are various. Stock market prices are relatively high and it is therefore a sensible moment for a company to go public if the vendors wish to obtain a good price. Industrial production in Britain is rising and several companies that wish to raise finance by rights issues (and by fixed interest stock) consider this a shrewd moment.

Perhaps the most noticeable feature of the current spate of new issues is the emergence of the offer-for-sale-by-tender as an established mechanism for bringing new companies to the stock market. Previously, the two most common methods had been straightforward offers-for-sale (where the issue was of a fair size), or placings (where the amount being subscribed was small). Both systems had their disadvantages and in recent years have been incurring a good deal of criticism because of the massive "stagging" or over-subscription that led (for some) to a quick profit. In the case of placings, heavy buying on the first day of dealings—coupled with the six months' capital gains tax rule—have meant that prices have spiralled upwards, providing the lucky placees (usually favoured clients of issuing houses and stockbrokers) with substantial profits. The City was in danger of earning the reputation of a gambling syndicate.

The offer by tender puts the onus of deciding the right price for a new share on the subscriber. A minimum is proposed by the issuing house but the actual fixing price is usually decided by taking a proportion of the highest offers until sufficient shareholders have been nominated to provide a free market. This method enables the vendors of a family company's shares to obtain any improvement in the initial price rather than the stags. First results of the recent offers by tender show a wide range of fixing prices in relation to the proposed minimum, percentages varying between five and 40 above. But the striking feature has been that the first dealing price has only been a few pence above the fixing price in most cases. Thus, the day of wildly fluctuating and highly profitable first dealings in new issues seems now to be over. The main disadvantage of offers by tender is the responsibility laid on the issuing house to scale down subscriptions and fix the price.

Surprisingly, in view of all that has been said and written about new issues, many family companies are still uninformed about the mechanics and cost of coming to the stock market. Opportunely, during the current new issue rush, a leading firm of London stockbrokers has published a layman's guide to "going public." It shows convincingly that the cost of going public is in inverse proportion to the value of the share being sold. Where the public's subscription is up to £200,000, the cost of going public in London is about 15 per cent. of this figure. Between £200,000 and £500,000 it is about 8 per cent.; between £500,000 and £750,000 about 6 per cent.; and over £750,000 4 per cent. As about a quarter of a company's capital has to be made public, this means a company valued in total at about £1 million, might expect to pay about £25,000 in going public, one of £4 million about £32,000.

It is probably true that for companies where under £100,000 is subscribed by the public, it is cheaper to go public on a provincial stock exchange. Placings are cheaper than offers-for-sale, but the new offers-by-tender probably more expensive. It is also worth noting that these figures are based on new London quotations in the first nine months of this year and will soon be out-of-date.

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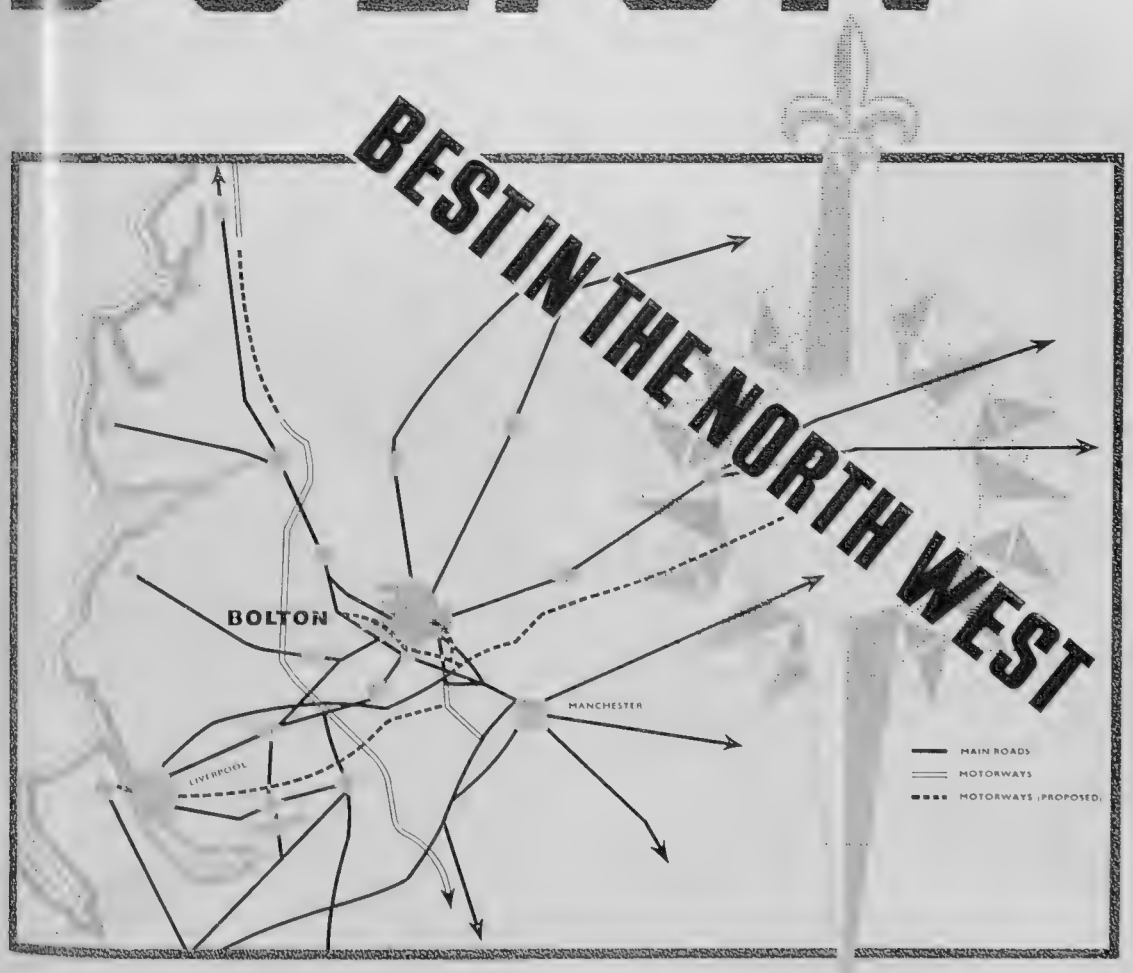

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GOOD LIVING *by Ganymede*

474 I am satisfied that the recent Gastronomic Weekend at The Imperial, Torquay has helped to dispel some misapprehensions. When I mentioned beforehand to friends that I was looking forward to this event, they would say: " I just can't understand how you can spend a whole weekend eating heavy meals and drinking one wine after another. It must be a great strain and bad for your health!"

Now this weekend, which was the first of the third season organised by The Imperial, must have reassured those who had such doubts in their minds. In fact I have spoken to several people who took part and it was remarked, in some cases with surprise, that there was no feeling or even hint of over-eating or drinking after any of the meals. But then, this is what the art of gastronomy is about, and in this very different attitude lies the fundamental difference between being a glutton or a gourmet.

It is up to the restaurateur or his chef, who in this case came from the En Plein Ciel restaurant of the Eiffel Tower, to design dishes and menus complete with the wines, so well balanced that they will delight the eater without producing any undesirable effect. In this respect the combined effort of the two patrons and their chefs (Messrs Desjardin from Paris and True of The Imperial) was a masterpiece of design and execution throughout the three dinners and two lunches of this memorable weekend.

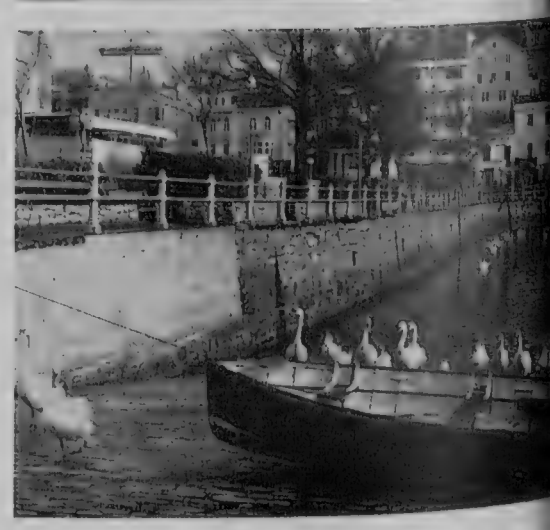
To illustrate my point, let me quote the menu of the first, opening dinner served on the Friday night: Consommé Double au Fumet de Céleri. Paillettes au Poivre Rose; Délices de Sole Trocadéro; Caneton de la Belle Epoque, Cerises Montmorency, Fonds d'Artichauts Clamart, Pommes Noisettes; Corbeille de Fromages; Surprise Tour Eiffel, Friandises. And the wines: (after a welcome reception of Lanson Black Label Champagne) Sancerre " Clos de la Pousse " 1962. Château Smith-Haut-Lafitte 1959, Warre's Warrior Vintage Character, Cognac Denis Mounié V.S.O.P. It looks a lot on paper, but I can assure my readers that in the event it was not too much on the table.

Even the Diner de Gala on Saturday, which had one more course than that, a delicious Suprême de Volaille en Chaud-Froid after the Tournedos Parisienne, was just right. After the soup it also contained one of the Parisian visitors' specialities, Gratin de Homard au Porto with an exceptionally fine sauce, and the meal ended with a solemn procession of waiters carrying to music illuminated replicas of the Eiffel Tower made of ice cream. The wines were equally delightful: Château Olivier 1959, Corton Les Bressandes 1959, Champagne Lanson Rich and a choice of Henke's liqueurs and Denis Mounié Edouard VII Fine Champagne cognac.

The festive mood of this evening was further enhanced when M Georges Libersart, Minister Plenipotentiary Commercial Councillor at the French Embassy in London who was present with Madame Libersart, got up to make a most amusing speech after dinner. In it he announced that Mr Michael Chapman, managing director of The Imperial, has been awarded a decoration by the French government, in recognition of his efforts to promote the products of French cuisine. This enterprising hotelier was made a Chevalier du Mérite Agricole, a fine distinction which was received by him with complete surprise and of course great pleasure.

It is a safe guess that the organising of these gastronomic weekends during the last three years has something to do with the award. There is no doubt that they are more and more appreciated by the public too, as witness the full state of the hotel, only three weeks before Christmas!

The last dinner was equally outstanding, although it was an " all-white " dinner as pointed out by M André Pignarre, the dynamic patron of the visiting restaurant. As a gesture of farewell and thanks for the reception he had he proposed that Torquay, which is built, like Rome, on seven hills, should be twinned with the 7th Arondissement of Paris where the Tour Eiffel stands. In his charming, though perhaps a little confusing, way he suggested that the whiteness of the meal was to celebrate the " fiançailles " of the two. The only thing that was not light in colour in the dinner was the claret we had with the Poularde à la Haute Mère Dieu, the magnificent Château Rausan Ségla 1957 served in magnums. This was chosen by Louis Eschenauer and their agents Rigby and Evens, who selected all the Bordeaux wines, while Percy Fox Ltd. were responsible for all the rest, including, of course, Lanson Champagne.



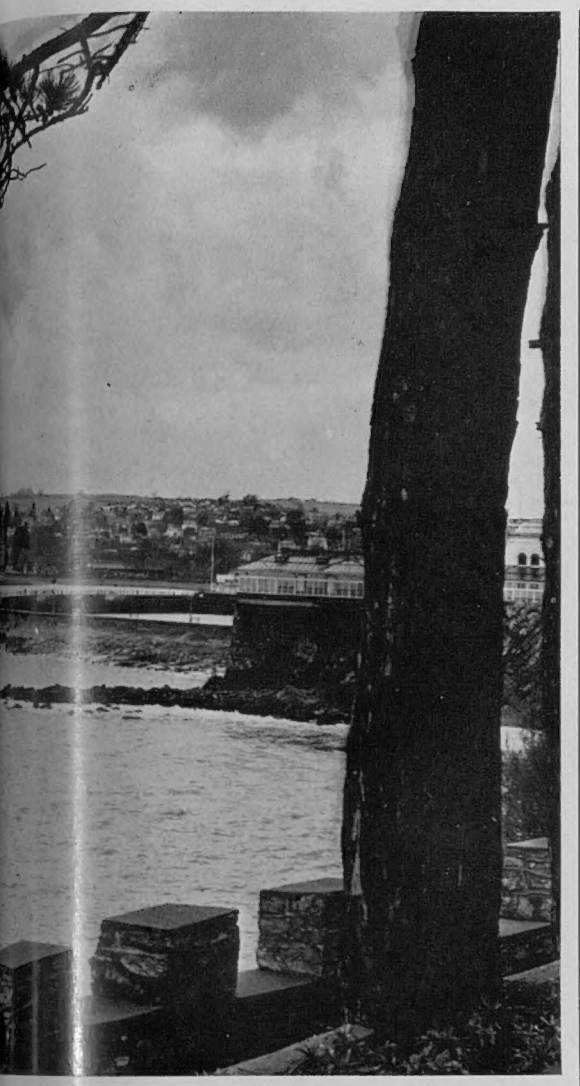
Above: At the recent gastronomic weekend at The Imperial, Torquay—M André Pignarre, the patron of En Plein Ciel, the restaurant in the Eiffel Tower in Paris, with one of the ice cream replicas of the Eiffel Tower

Top: Looking across the bay from The Imperial hotel

Above right: At work preparing one of the special meals during the weekend

Right: Swans walk up the slipway in the harbour at Torquay

Far right: One of the features of the gastronomic weekend is a Saturday morning excursion to the Devon countryside. The recent weekend included a drive over Dartmoor to the 15th-century Church House Inn at Torbryan, near Totnes, for a glass of champagne



MIDLANDS MATTERS

by The Sphere Midlands Correspondent

One worry about the present economic upsurge is the risk of inflation. The Midlands has just had two examples—in opposite directions—of what can happen when the demand curve rises strongly. One comes from private enterprise, the other from a nationalised industry. At Kidderminster one of the big carpet groups, along with a northern associate, announced price increases of around seven per cent. for Axminster-type carpets.

This is due to the steadily strengthening prices of carpet wool yarn over the past year or so, a tendency that has been gaining momentum since midsummer and is expected to continue. World demand for wool, more particularly from Japan and America, but also from Russia and elsewhere, has been responsible. The position is such that some American buyers are purchasing wool for carpets off the sheeps' backs before they are clipped. While carpet makers here have had an excellent year, profit margins have come under increasing pressure from rising competition on the one hand and rising production costs on the other.

The abolition of collective price agreements within the industry has almost certainly prevented a more general increase in prices, but it will surprise no one to find other carpet manufacturers following suit quite soon.

Better news comes from Coventry where Lord Robens, chairman of the National Coal Board, was able to tell a conference of more than 60 officials and members of Midlands local authorities that if productivity in the mines continued to rise by about six per cent. a year—and he could see no reason at present why it should not for several years to come—then coal prices should remain stable.

Lord Robens was able to point out that they had not been changed since 1960. This was due to heavy investment on new plant and equipment—£1,000 million since 1947—and the co-operation of men and management in introducing modern techniques which are steadily removing men from the coal face and replacing them by machines complete with electronic sensing devices that provide a high degree of remote control. For coal, however, rising demand will lead to stable prices—not high prices. Lord Robens underlined this with figures relating to standing charges—22s 6d a ton for an annual output of 200 million tons. If output fell to 180 million, overheads would be 25s; if to 150 million, they would be 30s. And, fortunately, the converse is true.

Family enterprise

I was much struck recently by yet another example of the enterprise which close family control can still bring to the specialised company. Visiting the new foundry of Johnsons Rolls Ltd., of West Bromwich, I was told something of their expansion plans now that, for the expenditure of £750,000, they have one of the finest—and most comfortable—foundries in the Midlands. Mr F. W. R. Banks, the chairman and managing director, whose father took over the Johnson brothers' business of making rolls for rolling mills—active since the turn of the 18th century—in 1897, told me that at present they export about 25 per cent. of their output.

The new foundry stands alongside a new machine shop completed in 1958 and containing, among its wide range, two specialised German copying lathes which are the only ones of their kind in the UK. The foundry will give Johnsons about three times their previous capacity, so that to maintain and even expand the proportion of export business, as Mr Banks and his board intend, will entail some hard selling.

However, it seems unlikely to daunt Johnsons. Mr Banks's brother, Mr A. G. Banks, is deputy chairman and is also president of Birmingham Engineering and Building Centre; his nephew, the chairman's son, Mr Richard Banks, is one of three joint managing directors, and all the six members of the Board are working directors, who know their work-people by name. Demand for the company's products, which include all types of cast iron and steel base rolls from a few hundredweight up to 25 tons, has meant that the expansion programme has had to be speeded up. Records show that the first chill roll to be produced in the Midlands was cast not 100 yards from the site in 1820; there appears no danger of a break in the continuous history.

New storage heaters

Just in time to catch the onset of the cold weather, two Midlands manufacturers have announced new and improved night storage heaters, each with interesting features. For one firm, Wilkins and Mitchell, of Darlaston, Staffordshire, it marks the formation of a third division to add to the existing washing machines and machine tools. And for the other, Revo Electric, of nearby Tipton, a member of the Duport Group, it is an extension of recent activities.

Thermal storage heating has been part of well-equipped homes in Germany and elsewhere on the Continent for many years, and when the heaters began to make their appearance in this country they had quite a lot of German ancestry in them. Both these new ones are among the first all-British designs, and both have a controlled heat *output* as well as input. Once the thermostat is set, it adjusts to changing weather conditions, so that the householder is not greeted by oven temperatures on a sunny spring morning.

The Wilkins and Mitchell "Servis" heater, a 2 kw model, is unusual, and possibly unique, in having the thermostat incorporated in the unit, thus saving the cost of installing one in the room. Like the Revo models, it can be fan-operated to blow warm (or cold) air into the room. The Revo designs are of 3 kw, 4·5 kw and 6 kw capacities, and have been ingeniously planned so that air can be ducted into a second room through a hole in the wall. The thermostat is more conventionally placed on the wall.

Building maintenance work staggered

A practical and sensible plea for owners to arrange as much building maintenance work as possible during autumn and winter—especially internal painting and decorating—comes from the North Midland Regional Board for Industry. A report to the Board from the Ministry of Public Building and Works points out that the painting trade suffers from high demand in the spring and summer and low demand at other times. It would obviously help to even out demand and to keep painters in steady employment if inside work could be carried out then—and waiting time could be considerably less.

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ENTRIES FOR THE MONTE

476 Britain will not be so strongly represented in next month's Monte Carlo Rally, numerically speaking, as in recent years. Our quota was cut from 100 to 92 to let Russia have eight places, but even so the British entry list was under-subscribed for the first time since the war. Only 81 applications to enter were received by the RAC.

One possible reason for this declining interest is the growing cost of competing. A private crew of two taking their own car without any factory help would probably get no change out of £400. It is also likely that more and more genuine amateurs are being deterred by the thought that they stand little chance of even a class win now that the event is dominated by factory teams. On the other hand, I know of several private entrants who find added zest in the fact that they are competing against the world's top rally men.

There are nine starting points this year: Minsk in Russia (for the first time), Athens, Frankfurt, Glasgow, Lisbon, Monte Carlo, Oslo, Paris and Warsaw. Eight British cars are planning to start from Minsk, including Paddy Hopkirk of Belfast in a Mini-Cooper, Sydney Allard of Esher, Surrey (former Monte Carlo Rally winner) in a Ford and Raymond Baxter of the BBC in a Mini-Cooper. Glasgow has been chosen as the starting point for 35 British cars, Paris for 23, Oslo and Monte Carlo for seven.

1964 Sunbeam Rapier

A road test of the 1964 Sunbeam Rapier—the Series IV—showed that the Rootes Group has subtly but substantially improved this rally-bred sports saloon which has been giving pleasure to motoring connoisseurs for eight years. The 1,592 c.c. four-cylinder engine now gives 78½ b.h.p.—an increase of 3½—by the use of larger inlet valves and in other ways, including the use of a new Solex compound carburetter which, because it has twin chokes operating automatically, also gives improved fuel economy.

The Rapier now uses 13-inch instead of 15-inch wheels and a higher final drive ratio is employed. It is slightly higher than the old final ratio and a top speed of close on 90 m.p.h. is available with pleasant cruising at 80 or more.

Although at £877, including tax, the Rapier now costs £24 more, Laycock overdrive is still an extra at £51, though for this sum the device is now of the self-cancelling type as used on the Group's Humber Sceptre.

The new Rapier is easier to maintain because all greasing points have been abolished, there being sealed joints on both the front suspension and the steering. Other changes include modified front and rear springs, the use of a smaller adjustable steering wheel (" borrowed " from the Alpine two-seater) a new facia of polished walnut veneer, adjustable back rests for the front seats and the inclusion of a rev-counter in the standard specification.

When driving this car you get an unmistakable sense of the refinement that has gone into its design as a result of the lessons learned in hundreds of rallies. It is a car which, while outstandingly lively and willing, gives an impression of solidity and good breeding.

The Lotus Cortina

The Lotus company is building 30 fully race-tuned versions of the 1,594 c.c. Lotus Cortina for sale to private customers anywhere. In Britain it will cost £1,725, including tax. This model will have the same specification as the cars recently raced by Team Lotus. The Ford engine is modified by Cosworth to give 140 b.h.p., special racing springs and dampers are fitted and there are racing pads on the front brakes. There is a choice of final ratios, one giving a top speed of 128 m.p.h.

When Captain Henrik Loeffler died recently at the age of 87, Mr H. J. Mulliner (who is 93) became the sole survivor among the 120 founder members of the RAC, which dates from 1897. It has been the practice of Mr Wilfrid Andrews, RAC chairman, to give an annual lunch to surviving founder members. This has now been discontinued at the request of Mr Mulliner, who, however, was guest of honour at the Club's annual lunch for its 100 most senior members. As recently as 1958 there were six founder members still alive. Then, during 1959, three of them died within a few months of each other: Mr J. S. Mallan, Capt. Cecil Twist and Mr Claude Grahame-White.

Mr William McConnach, chief constable of Southend-on-Sea, has set a fine example to other police chiefs by " inviting " to his road safety centre for roadmanship lectures nearly 300 motorists who might otherwise have been prosecuted for various traffic offences. I agree with Mr McConnach that it will be a good thing if British magistrates had the power—as in the US and elsewhere—to order motorists to attend courses of lectures as part of their punishment for motoring offences (or instead of it).

A substantial number of improvements have been made to the 1964 Sunbeam Rapier Series IV saloon

Cross channel routes

British United Air Ferries, who now own both Silver City and Channel Air Bridge, have been taking a close look at the profitability of their various routes and have made some adjustments to fares on most of them. Unfortunately the trend is in an upward direction and in fact on all but a couple of routes there will be increases of between 2 and 10 per cent., the average being about 4 per cent. Mr Freddie Laker, Managing Director of British United, tells me that even at the new levels fares will still be lower than they were in 1957.

It has been suggested that the latest increases stem from the fact that British United now have a monopoly of car ferry services over the English Channel. To this, Mr Laker retorts: " An *air* ferry monopoly, perhaps. But what sort of a monopoly is it with such severe competition from the ships and with all this talk about a channel tunnel?" Mr Laker claims that even if a tunnel is built it will still be cheaper, overall, for a family to fly their car on holiday on one of British United's long-distance services after taking all journey expenses into account.

On the popular Lydd—Le Touquet route charges will go up on March 22 by 7 per cent. on standard services and by 6 per cent. for off-season rates. At present it costs £37 10s for a motorist to take a 14-ft.-long car and two other people to Le Touquet and back at peak periods compared with £40 next summer. On the Southend-Basle service a car of the same size—a Hillman Minx for instance—will cost £138 2s (there and back with three people on board) instead of £135 2s at present.

Motoring notes

Complete replacement units for the Borg-Warner Model 35 automatic transmission are now available on an exchange basis for BMC and Ford models at £35 and for Rootes models at £37. . . . The latest official Ford accessory is a battery charger (£2 19s 6d) which can be installed either in the garage or on the car. . . . Kensington Borough Council has put up a scheme for the use of parking discs instead of meters and for the issue to local residents for £26 a year of licences to park in the zone all day long if they wish to do so (compared with only two hours for disc parkers). . . . While on the subject of parking I see that an Orpington (Kent) firm has developed a parking ticket machine which it claims could be used in place of as many as 30 parking meters. The machine issues dated and timed tickets which motorists would stick on the inside of their screens.

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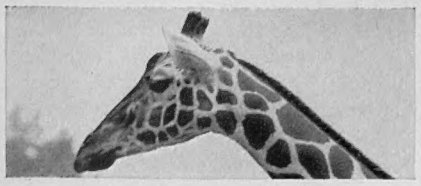

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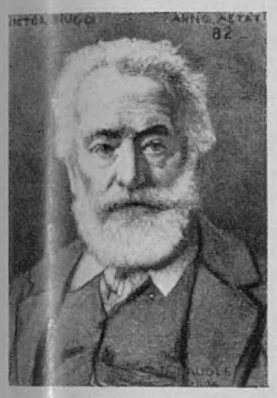

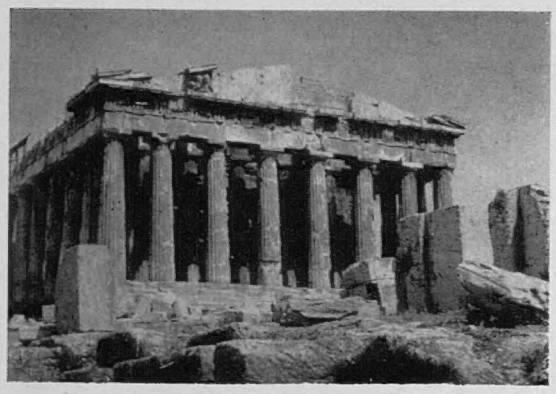

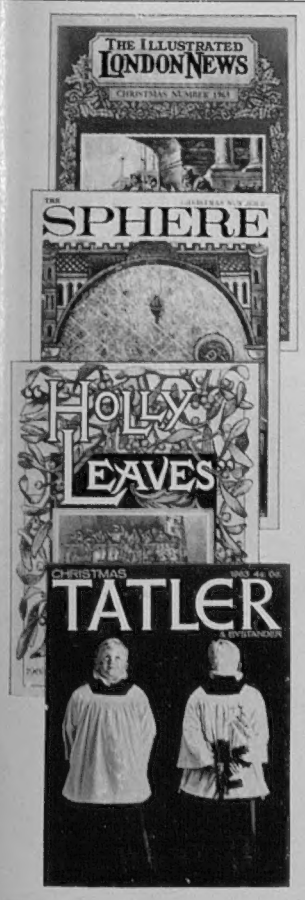

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